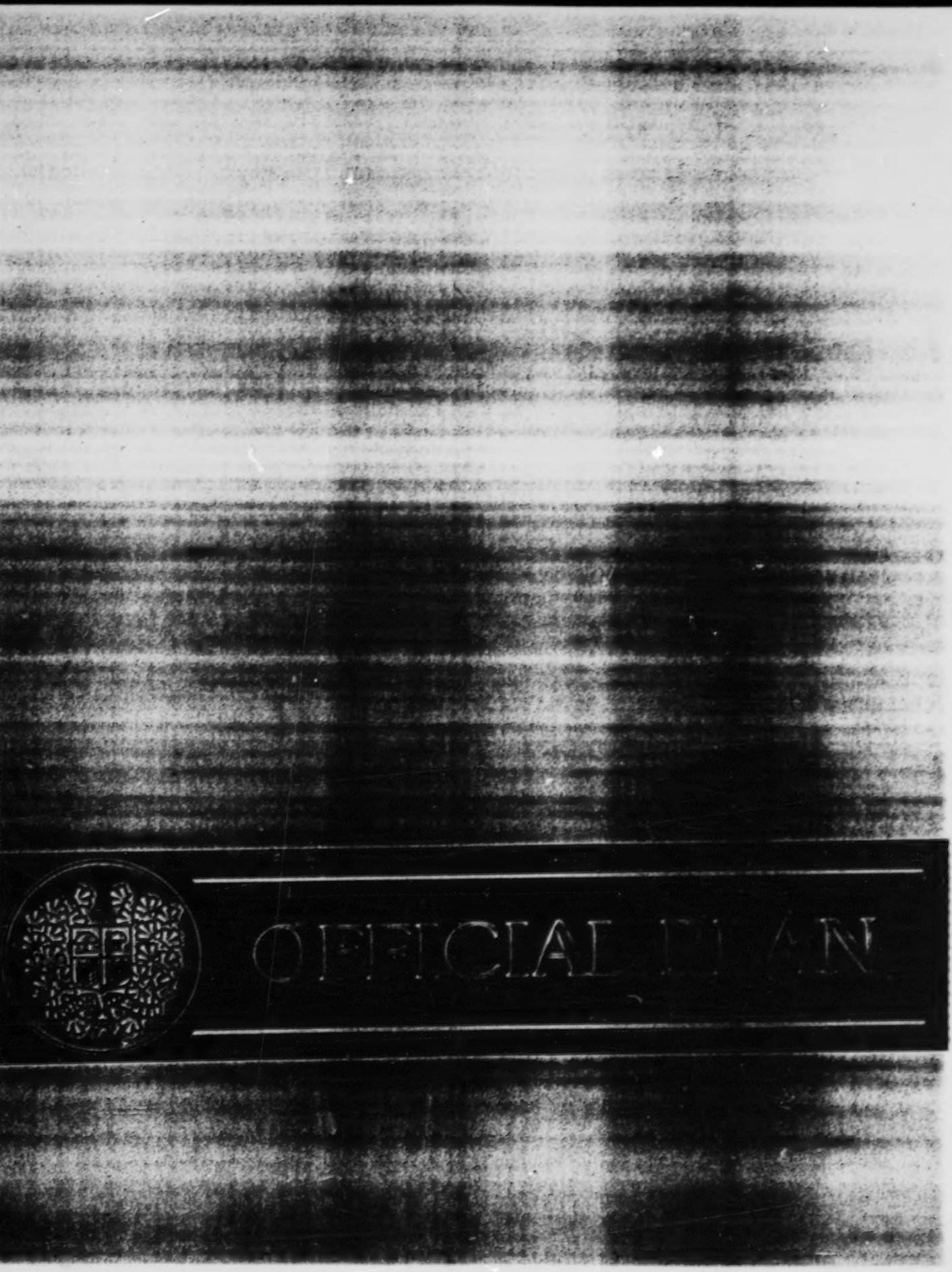
OFFICIAL PLAN

The Regional Municipality of Peel, 10 Peel Centre Drive, Brampton, Ontario, L6T 4B9 Tel. (416) 791-9400

OFFICE OF THE CHAIRMAN

October, 1988

R-27368

On behalf of Regional Council, we are pleased to circulate, for discussion purposes, this draft of the Official Plan being proposed for Peel Region.

As part of its planning responsibilities, Council is required to prepare, adopt and submit to the Province, an Official Plan for the Regional Area. The Official Plan sets out land use and other policies to direct future physical development in Peel Region so as to guide the management of the Region's social, economic and physical resources.

We wish to invite you to review this draft of the Official Plan and to send any comments you may have to us. You are also invited to attend any of our Public Information Sessions during which Planning staff will explain these proposals and be available to answer any of your questions. You may then present concerns at one of three special meetings of Planning Committee to be held in each of the area municipalities: the Cities of Mississauga and Brampton and the Town of Caledon.

Your concerns will be taken into consideration when a final version of the Official Plan is drafted for adoption by Council and submitted to the Province for approval. We hope that you will take the time to consider our proposals and provide us with your comments.

Frank Bean

R.F. Bean
Regional Chairman

David J. Culham

D. Culham
Chairman, Regional Planning Committee

90-04226/

Official Plan for the Peel Planning Area

This Official Plan for the Peel Planning Area which has been adopted by the Council of the Corporation of The Regional Municipality of Peel is hereby approved as the Official Plan for the Peel Planning Area pursuant to the Planning Act, 1983, as amended.

Date

Minister of Municipal Affairs

The Regional Municipality of Peel
By-Law No.
A By-Law to Adopt the Official Plan for the Peel Planning Area

The Council of the Corporation of The Regional Municipality of Peel, under Section 17(6) of the Planning Act, 1983, hereby enacts as follows:

1. The Official Plan for the Peel Planning Area consisting of the attached maps and explanatory text, is hereby adopted.

2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of the Official Plan for the Peel Planning Area.

3. This By-law shall come into force and take effect on the day of the final passing thereof.

Enacted and passed this.....day of ....., 1988.

Signed _____
Chairman

CORPORATE SEAL OF MUNICIPALITY

Signed _____
Clerk

Certified that the above is a true copy of By-law No.....as enacted and passed by the Council of the Corporation of The Regional Municipality of Peel on ....., 1988.

Signed _____
Clerk

CERTIFICATION OF COMPLIANCE WITH

PUBLIC INVOLVEMENT AND NOTICE REQUIREMENTS

I, _____, _____,

hereby certify that the requirements for the giving of notice, and the holding of at least one public meeting as set out in subsection 17(2) of the Planning Act, 1983 and the giving of notice as set out in subsection 17(8) of the Planning Act, 1983 have been complied with.

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HOW TO READ THIS PLAN

- This Plan outlines the strategy for the long-term growth and development of Peel Region. The pattern of growth and development proposed is oriented toward the social, physical and financial well-being of Peel. This Plan should be read in conjunction with the official plans for the subsidiary planning areas of the Cities of Mississauga and Brampton and the Town of Caledon, the three area municipalities comprising Peel Region.

- This Plan acknowledges and is based on approved legislation and policy positions as of July, 1988.

- There are four elements to this Plan: Text, Schedules, Figures, and Appendices. Parts One to Six (inclusive) of the Text, Schedule A and Schedules 1 to 4 (inclusive) constitute the Official Plan for the Peel Region. The Figures and Appendices are included for information only and do not constitute part of the Official Plan.

PART ONE

Introduction

PART ONE . INTRODUCTION

1.1 SCOPE OF THE PLAN

As part of its planning responsibilities Council is required, by the Regional Act, to prepare, adopt and forward to the Minister of Municipal Affairs for approval, an Official Plan for the Regional Area. This plan is to set out objectives and policies to provide guidance for the physical development of the Regional Area, while having regard to relevant social, economic and environmental matters.

The Plan contains policies which are directly related to issues of Regional responsibility as outlined in the Regional Act. These responsibilities are as follows:

- construction and maintenance of the Regional Road system;
- supply and distribution of water;
- collection and disposal of sewage;
- provision of facilities for receiving, dumping, disposing and recycling of waste;
- provision of public health and welfare services, including daycare facilities, homes for the aged and environmental health services;
- long-term financing for the purposes of the Region and the Area Municipalities;
- capital grants to hospitals; and,
- administration of the County Museum, Art Gallery and Archives.

The Plan also contains policies related to areas where the Region is involved either through funding, delegation and/or appointment to Boards and Committees. These are as follows:

- Peel Regional Police;
- Land Division Committee;
- The Peel Non-Profit Housing Corporation; and,
- Condominium and subdivision plan approval.

Finally, the Plan contains policies which relate to issues for which there are Regional interests, as a result of the above-noted responsibilities.

These are as follows:

- economic development (which includes long-term population growth);
- housing production (including density mix and tenure);
- long-term transportation system planning;
- natural resources and environmental management; and,
- large-scale urbanization of rural land.

The Regional Plan provides the policy framework within which the area municipal plans fit and is, therefore, more general than the area plans. The Regional Plan does not designate specific types of land uses within the long-term urban boundary, but relies on the respective area municipality for policies pertaining to the identification and distribution of land uses within its area of jurisdiction.

(a) Economic Development:

Business promotion is an area municipal responsibility. However, Council is concerned that growth in the economic sector be maintained for the following reasons:

i) a lack of sufficient numbers and types of jobs can have a direct impact on the provision of social services, which is a Regional responsibility;

ii) an imbalance of jobs to resident labour force can cause excessive commuting in and out of the Region, which is costly (economic) and time consuming (social) and increases traffic volumes (Regional Transportation System); and,

iii) the Region is concerned about the economic strength of each of the area municipalities because when combined, they reflect directly on the Region's economic and financial strength.

(b) Housing:

Council is concerned with housing mix and tenure within Peel for the following reasons:

i) an imbalance of housing mix and tenure has a direct impact on the need for affordable housing which is a direct concern of the Peel Non-Profit Housing Corporation; and,

ii) an imbalance of housing supply in relation to the creation of jobs can result in excessive commuting with resulting impacts on the Regional Transportation System.

(c) Land Use Changes:

The development of large intense land uses will have an impact on Regional services. For instance, a change in designation of a large piece of industrial land to residential would change the employment/population relationship and the industrial-commercial to residential assessment ratio within the area municipality and the Region. There would also be housing and social impacts and maybe Regional transportation implications.

The fact that there may be measurable impacts in such land use change does not mean that Council should oppose a change but rather that Council will have some general measure of the implications prior to opposing or recommending for approval an area municipal official plan or official plan amendment.

(d) Natural Resources Management:

The inter-municipal extent of the agricultural and industrial minerals resource bases, coupled with the demand and supply relationships for the products generated from these resources, warrant Regional input to the assessment of the impact of urbanization on their availability and use.

1.2 THE OFFICIAL PLAN: LEGAL STATUS

This Plan has bee· prepared and adopted pursuant to the Regional Municipality of Peel Act, R.S.O. 1980. The legal effect of this Plan includes the requirement that under the Planning Act, all public works carried out in the Regional Area and all by-laws enacted shall conform to this Plan.

The area municipal plans shall be amended to conform to the Regional Plan to ensure that every official plan, and every by-law passed under the Planning Act conforms to this Plan.

1.2.1 TERMINOLOGY

1.2.1.1 In this Plan,

(a) "may" means a permissive course of action;

(b) "shall" means a mandatory course of action;

(c) "Regional Municipality of Peel Act" means the Regional Municipality of Peel Act R.S.O. 1980, C.440, as amended;

(d) "Council" means the Regional Council of The Regional Municipality of Peel;

(e) "Peel Region" means the regional area, as defined in the Regional Municipality of Peel Act;

(f) "the area municipalities" means The Corporation of the City of Mississauga, The Corporation of the City of Brampton and The Corporation of the Town of Caledon, as defined in the Regional Act;

(g) "the respective area municipality" means the subsidiary planning area of the City of Mississauga or of the City of Brampton or of the Town of Caledon, as defined in the Regional Act;

(h) "the respective area municipal plan" means the Official Plan for the subsidiary planning area of the City of Mississauga or of the City of Brampton or of the Town of Caledon, as defined in the Regional Act;

(i) "the Region" means the Corporation of the Regional Municipality of Peel;

(j) "target" means a result which is aimed at or an objective.

1.2.2 DEFINITIONS

To assist in the interpretation of this Plan, additional definitions of certain words and phrases are provided at the beginning of the section in which the word or phrase is introduced.

1.3 AMENDMENTS TO THE PLAN

Some amendments to an area municipal plan may be substantial enough to require an amendment to the Regional Official Plan.

Amendments to this Plan may also be made by Council, either on its own initiative or at the request of other government agencies, or departments, business or service organizations or private citizens.

Amendments to this Plan are subject to the approval of the Minister of Municipal Affairs.

The deletion as well as the designation of the following shall require an amendment to the Regional Official Plan:

(a) Changes to the Long-Term Urban Boundary
(b) The designation of an additional Primary Urban Centre
(c) The designation of an additional Secondary Urban Centre
(d) Establishment of a new Sanitary Landfill Site or the expansion in area of an existing site
(e) The designation of a new Waste Processing Plant or the expansion of an existing plant
(f) The designation of an Area of Influence around a designated Sanitary Landfill Site or Waste Processing Plant

(g) Changes to the Parkway Belt West Plan Area Boundary
(h) Changes to the Niagara Escarpment Plan Area Boundary
(i) The expansion of existing licenced pits and quarries and the designation of new licenced pits and quarries
(j) The designation of an additional Settlement Area
(k) The designation of an additional Rural Estate Development Policy Area
(l) Changes to the Schedules pertaining to the Long-Term Transportation Plan and Regional Roads
(m) Changes to the Housing and Economic Development targets contained in this Plan.

1.4 AREA MUNICIPAL PLAN REVIEW AND AMENDMENT

Council shall approve, or recommmend for approval to the Minister of Municipal Affairs, only those area municipal plans or amendments to area municipal plans which conform to the goals, objectives and policies of this Plan. However, Council also has the option of amending this Plan to accommodate a proposal which does not conform to it.

1.5 ELEMENTS OF THE PLAN

There are four elements to this Plan, Text, Schedules, Figures and Appendices. In case of a discrepancy between the text and the related Schedule, the policy statements will take precedence.

1.5.1 TEXT

The Text of this Plan is divided into the following parts:

1.5.1.1 PART ONE - INTRODUCTION - explains the scope, basis and legal status of this Plan.

1.5.1.2 PART TWO - GOALS AND OBJECTIVES - defines major concerns for the Region of Peel and sets out statements relating to what Council wishes to achieve through this Plan. This part of the Plan also provides objectives for the population and employment growth and urban and rural development which the Plan is to accommodate.

1.5.1.3 PART THREE - NATURAL RESOURCES AND ENVIRONMENTAL MANAGEMENT - sets out Regional policy regarding the management of Peel's natural features, including agricultural and mineral resources, hazard lands and environmentally significant areas and policy with respect to noise.

1.5.1.4 PART FOUR - THE REGIONAL INFRASTRUCTURE - sets out Regional policy regarding the provision and management of major utilities and transportation systems.

1.5.1.5 PART FIVE - GUIDELINES FOR DEVELOPMENT - sets out Regional policy regarding development in Peel.

1.5.1.6 PART SIX - IMPLEMENTATION - outlines the ways in which the provisions of this Plan shall be carried out.

1.5.2 SCHEDULES

The Schedules in this Plan are as follows:

1.5.2.1 Schedule A - Long-Term Land Use Plan.

1.5.2.2 Schedule 1 - Licenced Pits and Quarries.

1.5.2.3 Schedule 2 - Long-Term Transportation Plan.

1.5.2.4 Schedule 3 - Long-Term Regional Road System.

1.5.2.5 Schedule 4 - Long-Term Region Road Right-of-way Width Requirements.

1.5.3 FIGURES

Figures 1, 2 and 3 are schematic and are provided for purposes of information only.

1.5.4 APPENDICES

Appendices One to Nine are provided for purposes of information only.

PART TWO

Goals and Objectives

PART TWO . GOALS AND OBJECTIVES

2.1 REGIONAL GOALS

The following goals constitute a general statement of what Council intends to work towards.

The aim of this Plan is to promote, in conjunction with the area municipal plans, the Niagara Escarpment Plan and the Parkway Belt West Plan, an orderly pattern of growth and development that will:

a) enhance the economic, social and physical well-being of all those living and working in Peel Region by creating a safe, healthy and attractive environment;

b) promote sound management and use of Peel's valuable natural resources;

c) increase the Region's economic self-sufficiency;

d) offer a full range of housing and employment opportunities;

e) offer a full range of social services;

f) provide Regional services of a high standard;

g) protect areas which exhibit prehistoric, historic, archaeological and environmental significance; and,

h) maintain the Region's financial integrity.

From these goals a number of major objectives emerge.

2.2 REGIONAL OBJECTIVES

2.2.1 ENVIRONMENTAL MANAGEMENT

REGIONAL CONCERN - maintaining a safe and healthy environment and encouraging a balance between the utilization and preservation of natural features.

Council recognizes that:

2.2.1.1 there are natural features in Peel Region which are sensitive or which create opportunities for recreation and education. These features include river systems, the Lake Ontario shoreline, woodlots, wetlands, steep slopes and areas that have unique natural landscapes.

2.2.1.2 urban development can cause considerable environmental disruption, including increased storm-water run off, erosion, water quality degradation, ground-water interference and noise pollution.

2.2.1.3 environmental conditions in certain areas are considered hazardous and no development should be permitted in these areas.

2.2.1.4 certain environmental conditions pose engineering difficulties for development.

2.2.1.5 numerous jurisdictions and both private and public interests are involved in the management of these natural features.

2.2.1.6 the provision of natural areas for the purposes of preservation, recreation and education is the responsibility of the Ministry of Natural Resources, the respective conservation authority and the respective area municipality while the land use planning responsibilities in this area rests with the respective area municipality.

2.2.1.7 in Peel Region the Credit Valley Conservation Authority (CVCA) is the primary agency responsible for the recreational development and management of the Lake Ontario shoreline as outlined in the CVCA Waterfront Development Plan.

2.2.1.8 there is a system of Parks within the Niagara Escarpment Plan Area which stretches from Queenston to Tobermory. This Parks System is the responsibility of and is coordinated by the Ministry of Natural Resources and includes parks managed by several public agencies. The following are the Parks which are located within the Niagara Escarpment Plan Area in Peel.

a) Glen Haffy Conservation Area
b) Sligo Hill
c) Forks of the Credit Provincial Park
d) Belfountain Conservation Area
e) Terra Cotta Forest

2.2.1.9 the Bruce Trail is an essential component of the Niagara Escarpment Parks System linking parks and natural features.

Council intends to:

2.2.1.10 support the programs and polices of those agencies which promote the conservation and management of Natural Areas as defined in Sub Section 3.4.1 of this Plan.

2.2.1.11 assist in planning studies directed at providing open space areas for recreational and educational use in Peel Region.

2.2.1.12 support the development of publicly owned land for recreational and educational uses.

2.2.1.13 minimize adverse environmental impacts in the design and operation of all Regional capital works.

2.2.1.14 provide information to the area municipalities to assist in their assessment of the potential impact of urbanization on Natural Areas, as defined in Sub Section 3.4.1 of this Plan.

2.2.1.15 encourage the mitigation of adverse environmental impacts.

2.2.1.16 cooperate with the conservation authorities, the Ministries of Natural Resources and Environment and the area municipalities in upgrading and maintaining lake front and river water quality in areas identified by these agencies.

2.2.2 MINERAL RESOURCES

REGIONAL CONCERN - ensuring the continued availability of the mineral resource base while protecting Regional interests from undue adverse impacts related to extraction.

Council recognizes that:

2.2.2.1 the mineral resource base in Peel Region is a component in the economies of the three area municipalities that comprise Peel Region and of the Toronto-Centred Region.

2.2.2.2 the mineral resource base should be protected so as to ensure the continuing availability of raw materials.

2.2.2.3 mineral resource extraction may cause temporary disruption to the natural environment.

2.2.3.4 mineral resource extraction disrupts on-site archaeological, prehistoric, and historic features.

2.2.2.5 mineral resource extraction is an interim land use and lands used for extraction should be prepared for post-extractive uses.

2.2.2.6 mineral resource extraction and associated operations may have adverse effects on local communities and residents.

2.2.2.7 there is a need for temporary wayside pits and quarries to provide sand, gravel and other aggregates for road construction and maintenance.

Council in cooperation with the area municipalities and other levels of government, intends to:

2.2.2.8 manage the mineral resource base in Peel in light of the other goals and objectives in this Plan.

2.2.2.9 minimize conflicts between existing and proposed mineral resource extraction operations and adjacent land uses.

2.2.2.10 minimize adverse impacts to the natural environment and heritage resources from mineral resource extraction and its associated operations.

2.2.2.11 protect local communities and residents from undue adverse impacts related to the extraction and transport of mineral resources.

2.2.2.12 encourage progressive rehabilitation of all pits and quarries towards a predetermined after-use.

2.2.2.13 encourage rehabilitation of abandoned pits and quarries.

2.2.3 AGRICULTURAL RESOURCES

REGIONAL CONCERN - maintaining a balance between the protection of the agricultural resource base, for the continued use by the agricultural industry, and the development of land in Peel.

Council recognizes that:

2.2.3.1 many areas within Peel Region have the potential for agricultural pursuits in both the short and the long-term.

2.2.3.2 it is desirable to maintain agricultural production within Peel Region.

2.2.3.3 national and provincial foodland preservation strategies address Canada's and Ontario's long-term agricultural needs.

Council in cooperation with the area municipalities, other levels of government and other interested groups, intends to:

2.2.3.4 encourage farmers to seek financial assistance from the Ontario Ministry of Agriculture and Food for the maintenance and expansion of the agricultural industry in Peel Region.

2.2.3.5 manage agricultural resources in Peel in light of the other goals and objectives of this Plan.

2.2.4 HERITAGE RESOURCES

REGIONAL CONCERN - protecting heritage resources including Peel Region's documentary, artistic, prehistoric, historical, archaeological and natural heritage.

The Region of Peel Archives collect, house, conserve and make accessible, documents of historical significance and/or cultural importance to those living and working in Peel Region and to those visiting Peel Region.

In accordance with the Region of Peel Act, the Region also owns and operates the Peel Region Museum and Art Gallery. The purpose of the Museum is to collect, preserve, house, catalogue, research, display interpret and promote objects of archeological, prehistoric and historical significance to Peel. The Art Gallery's role is to collect, preserve, house, catalogue, research, display, interpret and promote Peel's cultural and artistic heritage and to encourage arts education.

Council recognizes that:

2.2.4.1 Peel Region contains a rich documentary, archeological, architectural, cultural and natural heritage which requires identification, preservation and promotion.

2.2.4.2 government agencies at the Local, Regional, Provincial and Federal levels as well as a variety of volunteer and special interest groups have input into the identification, preservation and promotion of Peel's heritage resources.

Council, in cooperation with the area municipalities, other levels of government, the Local Architectural Conservation Advisory Committees and other interested groups, intends to:

2.2.4.3 preserve and promote Peel Region's heritage, as it pertains to native, pioneer and contemporary periods, through the Region of Peel Museum.

2.2.4.4 preserve and promote Peel Region's documentary heritage through the Region of Peel Archives.

2.2.4.5 preserve and promote Peel Region's artistic heritage through the Region of Peel Art Gallery.

2.2.4.6 encourage the identification and preservation of archeological sites and materials.

2.2.4.7 assist the area municipalities, the respective Local Architectural Conservation Advisory Committee and historical societies in the identification and preservation of heritage sites.

2.2.4.8 coordinate the completion of projects and activities of common interest to the area municipalities.

2.2.5 ECONOMIC DEVELOPMENT

REGIONAL CONCERN - providing a broad range of economic and employment opportunities in order to achieve a balanced, diversified and self-sufficient Regional economy.

The targets contained in paragraphs 2.2.5.10, 2.2.5.11, 2.2.5.16, 2.2.5.19 and 2.2.5.21 support the levels of economic development as outlined in the respective area municipal plan, and therefore relate to the achievement of those levels of development. These targets shall be used to monitor development in Peel to determine whether the trends are realizing the Regional goals of greater self-sufficiency and financial integrity.

Council recognizes that:

2.2.5.1 employment shifts, population changes and the growth and decline of economic sectors impact on hard and soft municipal services.

2.2.5.2 the economic health of Peel depends on the Region's ability to meet the primary needs of its citizens.

2.2.5.3 the population of each area municipality will grow at its own rate so that full development will be achieved at different time periods in accordance with each area municipal plan.

2.2.5.4 as the population grows, the demand for employment within the Region will increase.

2.2.5.5 there needs to be a balance between the skills of the resident labour force and the employment opportunities available within Peel Region.

2.2.5.6 there is a dependency on Metropolitan Toronto for employment opportunities, goods, services and cultural activities.

2.2.5.7 farms and industries involved in agricultural production and food processing contribute to the strength of the Region's economy.

2.2.5.8 the authority for business and industrial promotion lies with the private sector, the Ontario Government and the area municipalities.

2.2.5.9 Pearson International Airport is an important economic and financial asset to the Region.

Council, in cooperation with the area municipalities and other levels of government, encourages efforts to:

2.2.5.9 coordinate economic development and investment opportunities in order to attract major employers in both the public and private sectors to locate within Peel Region.

2.2.5.10 attract industrial and commercial development in Peel at a level that will result in the creation of 338 400 new jobs, so that the number of employment opportunities will increase from 288 000 in 1986 to 626 400 over the long-term.

2.2.5.11 ensure that the number of jobs available in Peel Region equals at least the size of the resident labour force in the long-term. This means an increase in the activity rate (the ratio of jobs to population expressed as a percentage) from 48.7 percent in 1986 to 55.5 percent over the long-term. On average, Council's long-term objective is to help create one new job for every two new residents locating in Peel Region.

2.2.5.12 attract a wide range of employment opportunities that will create a balance between the type of employment and the skills of the resident labour force.

2.2.5.13 achieve a ratio between Manufacturing, Wholesaling and Construction (MWC) and Retail, Service and Other (RSO) employment opportunities that reflect the occupational groups of the residential labour force in Peel Region.

2.2.5.14 allocate a wide range of industrial and commercial sites to meet the needs of those interested in locating in Peel Region.

2.2.5.15 maintain and further develop a hierarchy of multi-activity urban centres to provide a wide range of employment opportunities in business, personal services, shopping and entertainment.

2.2.5.16 increase the level of employment opportunities related to Higher Order Service (HOS), which serve a wide regional area or market, above the level of 10 percent of the total employment in 1981, over the long-term.

2.2.5.17 develop a hierarchy of rural settlements which can accommodate a wide range of living styles and working opportunities.

2.2.5.18 develop large scale office space for private corporations and government agencies, and commercial centres of Regional significance in the urban area to strengthen the economic identity of Peel and its constituent municipalities.

2.2.5.19 achieve at least 35 percent of the total assessment generated from the non-residential sector. In 1986 the ratio was 32 percent.

2.2.5.20 broaden the economic base of the area municipalities in order to improve the self-sufficiency of Peel Region so that its residents will have a range of employment, specialized shopping, business, entertainment and cultural opportunities.

2.2.5.21 provide regional services to support the long-term planned population of 1 129 000, to be reached sometime after the year 2001, and an average annual increase of 20 500 residents per year.

2.2.5.22 The distribution of residential and economic growth required to achieve these objectives shall be according to the goals, objectives and policies in the area municipal plans.

Figure 1 identifies the lands currently designated in the respective, area municipal plan for residential and industrial development and as City or Regional (Commercial) Centres.

Appendix Six provides the most likely scenario for the distributon of economic growth over the short and long-term. This scenario is not part of this Plan and can be revised without amendment to the Plan.

2.2.6 HOUSING

REGIONAL CONCERN - providing housing for all income groups living and/or working in Peel.

The targets contained in paragraphs 2.2.6.16, 2.2.6.17, 2.2.6.18 and 2.2.6.19, related to housing type and tenure, will vary from one area municipality to another. These targets are Regional in scope and shall be used to assess development trends.

Council recognizes that:

2.2.6.1 housing is a basic necessity.

2.2.6.2 there is a shortage of affordable rental accommodation in Peel Region.

2.2.6.3 there is a need to provide decent shelter for all income groups and those with a reduced ability to compete for adequate housing.

2.2.6.4 income integration is a prerequisite to community and client acceptance of social housing projects.

2.2.6.5 the current housing stock including original (historic) farms and neighbourhoods is a valuable resource that should be maintained and rehabilitated.

Legend:

- City/Regional Centre
- Residential
- Industrial

Scale:
0 km 5 10
0 miles 2 4 6

MAJOR LAND USE DESIGNATIONS

FIGURE 1

July 1988

2.2.6.6 accommodation generally becomes more expensive as it becomes less available.

2.2.6.7 there is a strong relationship between the housing stock, private ownership, rental mix, affordability and the Region's housing responsibilities.

2.2.6.8 there is a shortage of low to moderate-cost, private accommodation in Peel Region.

2.2.6.9 while the private sector is the main generator of housing, non-profit housing programs play an important role in ensuring that rental accommodation is available for those residents for which the private sector does not meet the need.

Council in cooperation with the area municipalities and other levels of government, intends to:

2.2.6.10 encourage the implementation of community and residential renewal programs.

2.2.6.11 meet the special housing needs of low and moderate income households, senior citizens, special needs groups who may require support services to be delivered in conjunction with their shelter and those in need of short-term emergency shelter.

2.2.6.12 implement social housing programs for rental accommodation in cooperation with the private sector using the Peel Non-Profit Housing Corporation as the main delivery agent.

2.2.6.13 encourage the private sector to produce low and moderate-cost private and rental housing in Peel Region.

2.2.6.14 streamline the administration of social housing in Peel.

2.2.6.15 assure long-term funding for social housing and pursue block funding for this purpose.

2.2.6.16 encourage, along with the area municipalities, the production of at least 7 000 housing units on an annual basis to accommodate the average planned increase of 20 500 residents per year. This means the production of 180 000 new housing units to meet the needs of the long-term planned population of 1.129 million residents.

2.2.6.17 maintain at least the existing proportion of medium and high density type units. For the period 1986 to 2001, the housing industry will be encouraged to achieve the following density mix:

a) high density units (based on over 60 units per hectare) to make up a minimum of 27 percent of the total housing stock. This means the production of 29 000 new high density units by 2001.

b) medium density units (based on 30 to 60 units per hectare) to make up a minimum of 11 percent of the total housing stock. This means the production of 12 000 new medium density units by 2001.

2.2.6.18 maintain at least the existing proportion of rental units of 35 percent. For the period 1986-2001, the housing industry will be encouraged to produce 2 500 rental units per year to increase the existing rental stock by approximately 38 000 rental units from about 65 000 to 103 000.

2.2.6.19 achieve the production, through the Peel Non-Profit Housing Corporation, of 800 rental units per year for the period 1988 to 2001, to accommodate the special housing needs of such groups as senior citizens, low income families and the physically disabled.

2.2.6.20 develop a strategy for the provision of affordable rental housing for those living and working in Peel Region.

2.2.7 SOCIAL DEVELOPMENT AND PUBLIC HEALTH

REGIONAL CONCERN - establishing a framework for the co-ordination of community resources and the provision of health and social services.

Council recognizes that:

2.2.7.1 the provision of adequate human services is essential to the development and maintenance of safe and healthy communities.

2.2.7.2 there is a strong demand for urban development in Peel which is resulting in rapid growth.

2.2.7.3 rapid growth in Peel has occurred for many years and will continue to occur mainly because of in-migration from municipalities in the Greater Toronto Region.

2.2.7.4 Peel is a multicultural community.

2.2.7.5 rapid growth has the potential to create social problems if social programs do not keep pace with development.

Council intends to:

2.2.7.6 implement Social Development and Public Health Strategies based on the goals, principals and objectives adopted by Council in March 1979 and September 1982, as outlined in Appendices Three and Four, respectively.

2.2.7.7 maintain the Social Development and Public Health Strategies referred to in paragraph 2.2.7.6 on the basis of this Plan, existing Legislation and/or other jurisdictional requirements.

2.2.8 UTILITIES

REGIONAL CONCERN - expanding the distribution of utilities that are necessary for a growing community in a safe, efficient and economical manner while safeguarding the environment.

Council recognizes that:

2.2.8.1 the demand for waste disposal, sewer services, water supply, hydro, oil, gas and communication services, collectively referred to as utilities, will continue to grow as new urban development occurs.

Council, in cooperation with other levels of government and the private sector, intends to:

2.2.8.2 provide utility service levels in accordance with the goals, objectives and targets of this Plan.

2.2.8.3 design and construct all utilities in a cost effective and energy-efficient manner.

2.2.8.4 locate utilities to minimize environmental impact.

2.2.8.5 maximize the creation of multi-use utility rights-of-way, where possible.

2.2.9 TRANSPORTATION

REGIONAL CONCERN - achieving a comprehensive transportation system to serve intra-regional and inter-regional demands.

Council recognizes that:

2.2.9.1 the planning, design and implementation of transportation systems is a shared responsibility among the Region, senior levels of government, the area municipalities and the private sector.

2.2.9.2 there is a need to coordinate the planning, design and implementation of transportation systems on an intra-regional and inter-regional basis.

2.2.9.3 the movement of goods and materials by truck, rail and air is a vital element in the prosperity of the economy of Peel Region.

2.2.9.4 the movement of people by mass transit is a practical energy-efficient means of increasing the capacity of the existing transportation system.

Council, in cooperation with the area municipalities and other levels of government intends to:

2.2.9.5 provide road and transit systems as part of an integrated intra-regional and inter-regional transportation system while minimizing the impact on the natural environment and existing land uses including historic structures and neighbourhoods.

2.2.9.6 ensure easy access to all parts of Peel Region and to the adjoining municipalities.

2.2.9.7 ensure adequate road crossings at major physical barriers.

2.2.9.8 minimize disruptions to residential neighbourhoods caused by through and detouring traffic.

2.2.9.9 provide adequate major road facilities for the movement of heavy trucks.

2.2.9.10 encourage the more efficient use of road capacity through such measures as ride-sharing, improving traffic management techniques and promoting staggered working hours and flextime systems.

2.2.9.11 encourage the design of development patterns in urban areas that provide high user accessibility to transit services.

2.2.9.12 encourge the development of municipal and inter-regional public transit as well as inter-municipal linkages.

2.2.9.13 improve transportation services and access to transportation facilities for the aged and the physically disabled.

PART THREE

Natural Resources and Environmental Management

PART THREE . NATURAL RESOURCES AND ENVIRONMENTAL MANAGEMENT

3.1 INTRODUCTION

This part of the Plan sets out Regional policy regarding the management of Peel's physical resources and natural areas.

3.2 AGRICULTURAL RESOURCES

There are areas in Peel Region with potential for agriculture and it is the policy of Council to protect these areas.

3.2.1 DEFINITION

In this Plan:

a) "Potential Agricultural Resource" means those lands in the Rural designation on Schedule A which have a capability for the production of specialty crops, where soil Classes 1 to 4 predominate, as defined in the Canada Land Inventory of Soil Capability for Agriculture and/or where local conditions permit farming operations where they might not otherwise exist. These lands are the minimum standard of recognition for agricultural resources. The respective area municipality, if desired, can define and designate additional lands as agricultural resources on the basis of broader criteria.

The agricultural land use designations in the respective area municipal plan shall be used as the basis for delineating the extent of Potential Agricultural Resources in Peel Region. The agricultural land use policies in the respective area municipal plan shall outline, in keeping with the Government of Ontario's "Food Land Guideline", the permitted uses that are in support of or compatible with agriculture.

3.2.2 MANAGEMENT

3.2.2.1 Proposals for the urbanization of Potential Agricultural Resources including the creation of new lots by plan of subdivision or consent shall be in accordance with the policies in this Plan, the respective area municipal plan and Provincial policy.

3.2.2.2 The Region, in an effort to ensure the continuing availability of Potential Agricultural Resources, shall comment on the impact of proposed amendments to the area municipal plans on these resources. These comments shall be based on the justification provided which documents the following:

(a) the reasons for the proposed land use(s);

(b) the amount of land required by the proposed land use;

(c) the reasons for the choice of location; and,

(d) alternative locations considered.

3.2.2.3 AGRICULTURAL CODE OF PRACTICE - The Agricultural Code of Practice, or its successor, prepared by the Ontario Ministries of Agriculture and Food, and Environment shall be used as a guideline in minimizing conflicts between agricultural and non-agricultural uses on adjacent lands.

3.3 MINERAL RESOURCES

The mineral resource base in Peel Region consists of unconsolidated (overburden) deposits of sand and gravel and consolidated (bedrock) formations composed of dolomite, shale and sandstone. The location, quality and quantity of these resources will be given due consideration when planning for future development in Peel Region.

3.3.1 DEFINITIONS

In this Plan:

a) "Mineral Resource" means earth materials composed of sand, gravel, shale, dolomite, sandstone and other mineral materials suitable for construction, industrial manufacturing and maintenance purposes.

Mineral Resources consist of:

(i) unconsolidated (overburden) deposits ranging generally from gravel-sized to sand-sized materials as identified by the Ministry of Natural Resources.

(ii) consolidated (bedrock) formations composed of dolomite, shale or sandstone that occur within 7.6 metres of ground surface as identified by the Ministry of Natural Resources.

b) "Primary Potential Mineral Resources" are Mineral Resources which are located within the areas designated on Schedule 1.

3.3.2 MANAGEMENT

Primary Potential Mineral Resources represent the most accessible and generally the highest quality resource base for the production of industrial minerals in Peel Region. These resources are of local, Regional and Provincial significance and as such should be wisely managed.

Primary Potential Mineral Resources do not represent the full extent of the mineral resource base in Peel Region. Because Mineral Resources have been defined on the basis of general geological information, applications to extract these resources, under the Pits and Quarries Control Act, 1971, may occur outside of the defined areas where Primary Potential Mineral Resources occur, since individual applications are based on more detailed site assessments of the quality and quantity of the resource.

3.3.2.1 To ensure the wise management of Primary Potential Mineral Resources Council shall review proposed amendments to this Plan and the respective area municipal plans in accordance with the following factors:

(a) the quality and extent of the mineral resources in the vicinity of the proposed development.

(b) the type(s) of land use(s) proposed.

(c) the extent of area required.

(d) the impact of the proposed development on the availability of Mineral Resources in the vicinity as determined by the location and extent of the proposed development.

3.3.3 PITS AND QUARRIES

Licenced pits and quarries are listed in Table One and designated on Schedule 1. Licenced pits and quarries represent mineral resource extraction and processing operations which are licenced under the Pits and Quarries Control Act, 1971.

Licenced pits and quarries shall be used primarily for the extraction of mineral resources and accessory uses essential to the extraction operation. These are the crushing, screening, washing and stockpiling of mineral aggregates, the manufacture and stockpiling of heavy clay products and the production and stockpiling of building stone. Asphalt batching plants, ready-mix concrete plants, aggregate transfer stations and concrete block manufacturing plants shall not be considered uses essential to the extraction operation unless they are listed as permitted uses in the respective area municipal zoning by-law. Secondary uses such as agricultural operations, and related

activities, and forestry may also occur within licenced pits and quarries. These primary and secondary uses shall be permitted in lands designated for extractive industrial uses in the respective area municipal plan.

3.3.3.1 The establishment of wholly new licenced pits and quarries shall require an amendment to this Plan by inclusion in Table One and on Schedule 1.

3.3.3.2 The expansion of existing licenced pits and quarries by 20 ha or more in area shall require an amendment to this Plan, by revision to Table One and Schedule 1.

3.3.3.3 Applications to amend this Plan, to establish new licenced pits and quarries or to expand existing licenced pits and quarries, shall be assessed by Council on the basis of the following factors:

(a) the potential impact on Regional roads;

(b) the potential impact on Regional water supply systems;

(c) possible changes to ground and surface-water systems;

(d) the potential impact on potential agricultural resources as defined in this Plan;

(e) the potential impact on archaeological sites and heritage features;

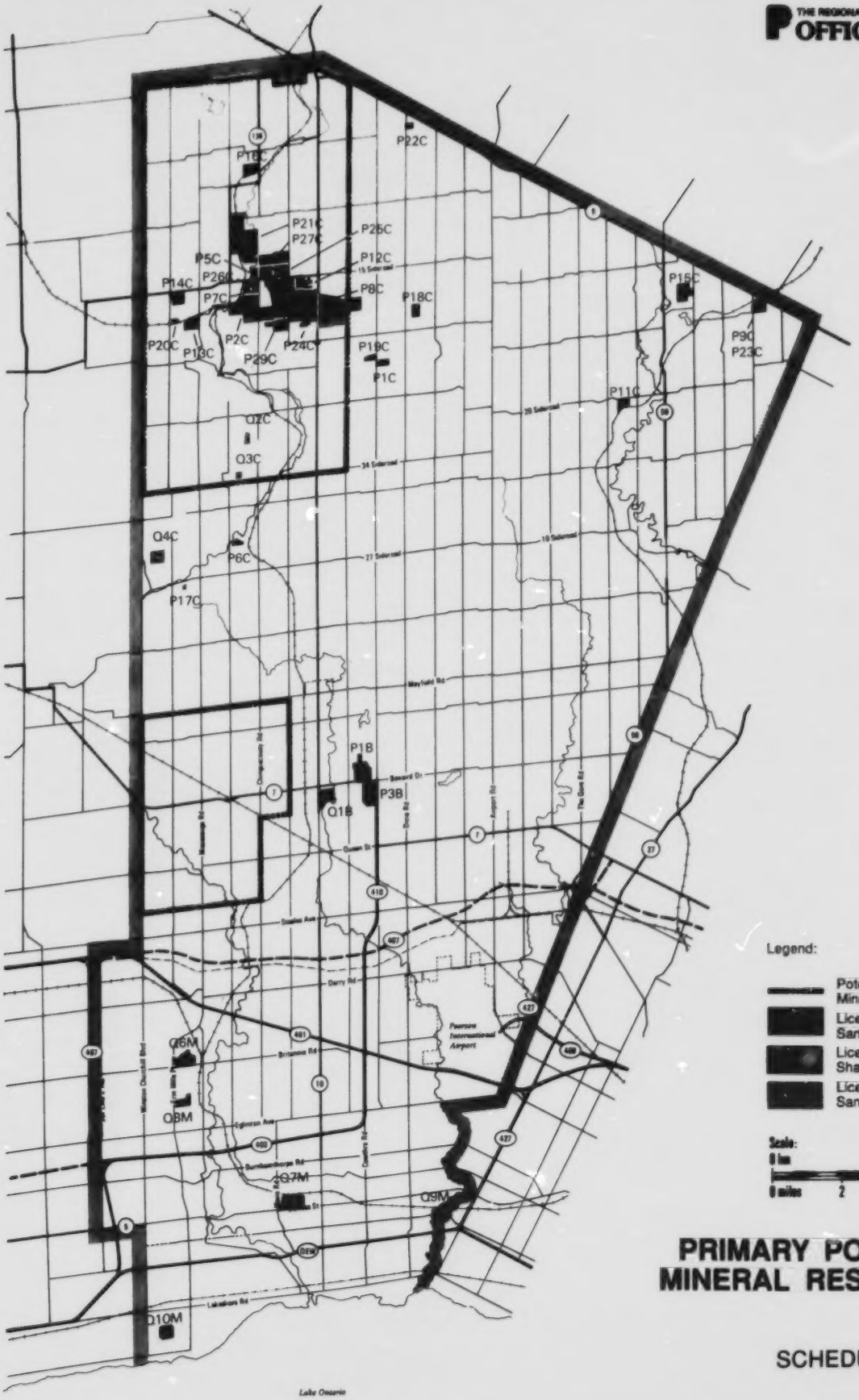
(f) any other Regional interest which may be adversely impacted.

3.3.3.4 Licenced pits and quarries are interim land uses the after use of which shall conform to the policies of this Plan, the respective area municipal plan, the Niagara Escarpment Plan and any pertinent Provincial Policy and Legislation.

3.3.3.5 The establishment of a wayside pit or quarry does not require an amendment to this Plan but will be subject to the policies of the Niagara Escarpment Plan and the respective area municipal plan.

THE REGIONAL MUNICIPALITY OF PEEL

OFFICIAL PLAN



Legend:

- Potential Mineral Resource Area
- Licensed Sand and Gravel Pit
- Licensed Shale Quarry
- Licensed Sandstone Quarry

Scale:

0 km 5 10

0 miles 2 4 6

PRIMARY POTENTIAL MINERAL RESOURCES

SCHEDULE **1**

July 1988

TABLE ONE: LICENCED PITS AND QUARRIES

Municipality	Type Licenced Operations	Operation Code	Licenced Area in Hectares
Town of Caledon	Sand & Gravel Pits	P1C	14.16
		P2C	584.70
		P3C	54.58
		P5C	19.50
		P6C	14.14
		P7C	24.71
		P8C	225.10
		P9C	14.04
		P11C	21.06
		P12C	43.42
		P13C	37.47
		P14C	36.62
		P15C	40.47
		P16C	40.00
		P17C	1.21
		P18C	20.23
		P19C	8.50
		P20C	3.44
		P21C	229.00
		P22C	1.62
		P23C	6.51
		P24C	6.07
		P25C	40.88
		P26C	18.18
		P27C	78.20
City of Brampton		P1B	51.01
		P3B	81.00
City of Brampton	Shale Quarries	Q1B	25.13
City of Mississauga		Q6M	87.31
		Q7M	68.00
		Q8M	14.57
		Q9M	6.07
		Q10M	32.28
Town of Caledon	Sandstone Quarries	Q2C	10.12
		Q3C	1.05
		Q4C	41.47

3.4 NATURAL AREAS

There are natural features in Peel which provide opportunities for recreation, have unique characteristics that require protection and/or which pose a hazard when developed. These are identified as Natural Areas in this Plan, and are illustrated in Appendix Two.

3.4.1 DEFINITION

In this Plan:

a) "Natural Areas" means;

lands which have inherent environmental hazards, such as flood and/or erosion susceptibility, which are severe enough to cause property damage and/or potential loss of life if developed;

lands which exhibit one or more distinctive physiographic, geologic, hydrologic or biologic characteristics, which should be preserved including, woodlots, fish and wildlife resource areas, wetlands, environmentally significant areas, as identified by the respective conservation authority, and areas of natural and scientific interest, as identified by the Ministry of Natural Resources; and,

lands which provide opportunities for recreation and education and lands within the Niagara Escarpment Plan Area, as shown on Schedule A, which are identified as "Escarpment Natural Area", on Figure 3 of this Plan.

3.4.2 MANAGEMENT

3.4.2.1 Council shall assist the Ministry of Natural Resources, the Niagara Escarpment Commission, the conservation authorities, the area municipalities and special interest groups in the planning for and management of Natural Areas by:

(a) providing information and advice pertaining to their unique physical, biological and historic chracteristics; and,

(b) co-ordinating the development of inter-municipal open space uses and providing access to them.

3.4.2.2 Council shall support and participate with the Credit Valley Conservation Authority and the City of Mississauga in reviewing existing and proposed land use activities along the Lake Ontario Shoreline.

3.4.2.3 Council shall encourage the designation of open space uses for Regional Sanitary Landfill Sites which have been rehabilitated to the satisfaction of the area municipality and Council, subject to the regulations of the Environmental Protection Act, R.S.O. 1980 and amendments thereto.

3.4.2.4 All land uses shall conform to the policies of the respective area municipal plan relating to the Natural Areas, as they are identified in this Plan and as they are defined and designated in each area municipal plan and the Niagara Escarpment Plan.

3.5 NOISE

This section outlines policies for the regulation of development in areas having constraints related to noise generated by air, road and rail traffic.

3.5.1 DEFINITIONS

In this Plan:

a) "Airport Noise Policy Area" means the lands identified as having constraints to development due to aircraft noise.

b) "Noise Exposure Projection (N.E.P.) Contours" is the term used by Transport Canada and the Province to denote long range aircraft noise projections for Pearson International Airport.

3.5.2 FIGURE 2 - The boundaries of Airport Noise Policy Areas are shown on Figure 2. These Policy Areas, which are based on Noise Exposure Projection (N.E.P.) contour mapping prepared by Transport Canada, shall be used as a basis for long-term land use planning and in evaluating all development proposals in the vicinity of Pearson International Airport.

3.5.3 DEVELOPMENT NEAR AIRPORTS

3.5.3.1 All land uses in the Airport Noise Policy Area as shown on Figure 2 shall have regard to the guidelines prepared by the Province in the publication 'Land Use Policies Near Airports' (Appendix Seven, Table A7.1), and shall conform to the aircraft noise policies contained in the respective area municipal plan.

3.5.4 RAIL NOISE

All development within 300 metres of a rail line(s) shall be subject to Provincial review and approval.

3.5.5 REGIONAL ROAD NOISE

3.5.5.1 Development along Regional Roads which includes outdoor living areas, shall not be permitted in locations where the outdoor noise levels are forecast to exceed the limits which are specified in the Guidelines for Noise Control in Land Use Planning, prepared by the Province. (These guidelines are appended to this Plan as Table A7.2, Appendix Seven.)

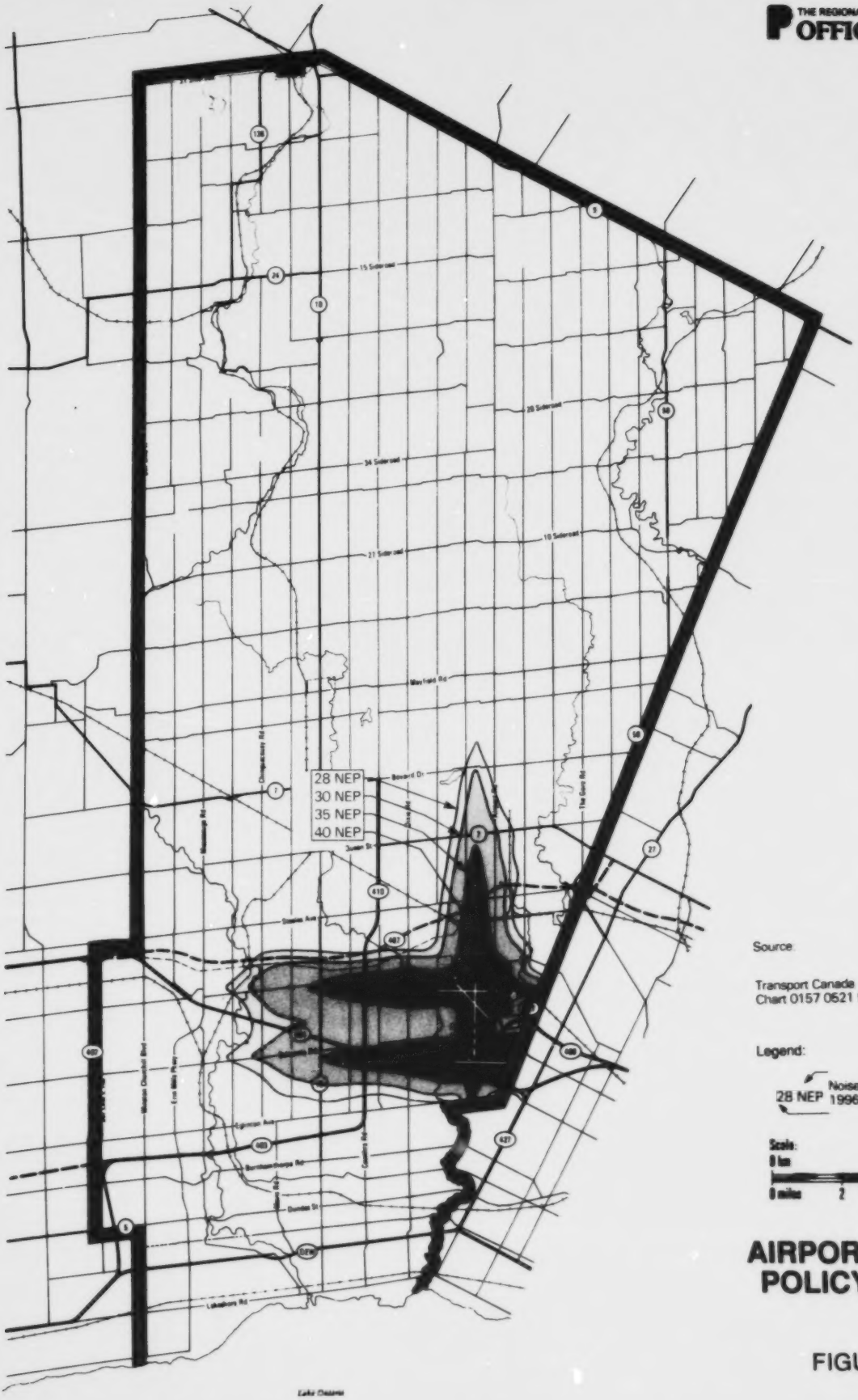
3.5.5.2 Development within 300 meters of Regional roads, with a residential component or any development which includes bedrooms, living rooms, or reading rooms which will be subject to high levels of traffic noise shall only be permitted if they include structural features which result in interior noise levels that comply with the indoor standards which are specified in the Guidelines for Noise Control in Land Use Planning, prepared by the Province. (These guidelines are appended to this Plan as Table A7.3, Appendix Seven.)

3.5.5.3 A noise exposure analysis of proposed development along Regional roads may be required. Such analysis shall be provided by the applicant using recognized noise measurement and prediction techniques and shall reflect the Regional Guidelines for the preparation of noise reports.

3.5.5.4 Where projected noise levels on the site or within the buildings under consideration exceed the outdoor or indoor sound levels stipulated in Appendix Seven, Council shall require the developer to provide suitable noise attenuation walls, berms or other devices and where the sound level has not been met Council shall require the developer to incorporate a suitable noise warning clause in all agreements of purchase and sale to advise purchasers that there may be a potential noise problem.

3.5.6 FREEWAY NOISE

3.5.6.1 All new residential development adjacent to freeways shall adhere to the policies prepared by the Province, contained in the publication, Guidelines On Noise and New Residential Development Adjacent to Freeways.



Source:

Transport Canada
Chart 0157 0521 N 013, 1984

Legend:

28 NEP — Noise Exposure Projection 1996 Contour

Scale:
0 km 5 10
0 miles 2 4 6

AIRPORT NOISE POLICY AREAS

FIGURE 2

PART FOUR

The Regional Infrastructure

PART FOUR . THE REGIONAL INFRASTRUCTURE

4.1 INTRODUCTION

To achieve the goals and objectives of this Plan, Council requires an efficient system of public works, including facilities for the movement of people and goods, for the supply of potable water, and the disposal of sanitary sewage and other wastes.

This part of the Plan outlines responsibilities, vested in Council by the Regional Municipality of Peel Act, and policies for water services, sanitary sewer services, transportation services and waste management.

4.2 WATER SUPPLY SERVICES

4.2.1 RESPONSIBILITY

The Region is responsible for the supply and distribution of water as outlined in the Regional Municipality of Peel Act. On urban lands water services are planned and provided through facilities developed as part of the South Peel Servicing Agreement. On rural lands the Region operates and maintains a number of independent municipal water systems serving rural settlements.

The following policies outline the general responsibilities related to the provision of water services in Peel Region.

4.2.1.1 THE REGION OF PEEL - Council has the sole responsibility for the supply and distribution of water in the Region, by ensuring the establishment, construction, maintenance, operation, improvement and extension of waterworks and financing thereof, as outlined in the Regional Municipality of Peel Act.

4.2.1.2 THE PROVINCE - Major waterworks which serve the southerly part of Peel Region, primarily the lands within the Cities of Brampton and Mississauga, are provided by the Province in accordance with the South Peel Servicing Agreement. Under this agreement, the Ontario Ministry of the Environment will undertake to build major facilities to provide water service to the southerly part of Peel Region upon three years notification by Council of its requirements. All costs of construction and operation of major waterworks provided by the Ministry under the South Peel Servicing Agreement are the responsibility of Council.

4.2.2 PROVISION OF WATER SERVICES

4.2.2.1 WITHIN URBAN LANDS - Council shall provide water, when practicable, with servicing capacity sufficient for development proposals in urban lands which conform to the goals, objectives and policies of this Plan and the respective area municipal plan.

Extensions in supply and distribution of water service beyond the Long-term Urban Boundary, as shown on Schedule A, shall require the approval of Council, and may require the amendment of the South Peel Servicing Agreement as administered by the Ministry of the Environment.

4.2.2.2 WITHIN RURAL LANDS - Water supply in rural lands shall generally be provided by individual private wells. Council may provide extensions to an existing water supply system or the establishment of a new water supply system within rural lands for development proposals which conform to this Plan and, if connected to the South Peel Servicing Agreement, a possible extension may require the approval of the Ministry of the Environment.

4.2.2.3. DESIGN - All new and expanded facilities within Rural Lands shall be designed and located so that the least possible impact occurs on the natural environment and the cultural landscape.

Extensions to the water supply system shall be designed and constructed in stages as may be appropriate. The plans and specifications for any such system shall comply with standards established by Council.

4.2.2.4 Appendix Eight (Figure A8a) shows the major components of the water system in Peel Region.

4.3 SEWER SERVICES

4.3.1 RESPONSIBILITY

The Region is responsible for the collection and disposal of all sanitary sewage as outlined in the Regional Municipality of Peel Act. On urban lands sanitary sewer services are planned and provided through facilities developed as part of the South Peel Servicing Agreement. As well, the Region services the Bolton area via a trunk sewer to the South Peel System.

4.3.1.1 THE REGION OF PEEL - Council has the sole responsibility for the collection and disposal of all sanitary sewage in Peel Region by ensuring the establishment, construction, maintenance, operation and financing thereof, as outlined in the Regional Municipality of Peel Act.

Further, Council has the authority to pass sewer by-laws limiting the concentrations and loadings of materials entering sewers and can terminate sewer service for violations of these by-laws. Regional by-laws can also specify the condition of sewage flows and require monitoring and/or abatement prior to discharge.

4.3.1.2 THE PROVINCE - Major sanitary sewage collection and disposal services to the southerly part of Peel Region, primarily the lands within the Cities of Brampton and Mississauga are provided by the Province in accordance with the South Peel Servicing Agreement. Under this agreement, the Ministry of the Environment will undertake to build major facilities to provide sanitary sewage collection and disposal service to the southerly part of Peel upon three years notification by Council of its requirements. All costs of construction and operation of major sanitary sewage collection and disposal services provided by the Ministry under the South Peel Servicing Agreement are the responsibility of Council.

4.3.2 PROVISION OF SANITARY SEWER SERVICES

4.3.2.1 WITHIN URBAN LANDS - Council shall provide sanitary sewer collection and disposal services sufficient for all development proposals within urban lands which conform to the goals, objectives and policies of this Plan and the respective area municipal plan.

Extension of the sanitary sewer system beyond the Long-Term Urban Boundary, as shown on Schedule A, shall require the approval of Council and may require the approval of the Ministry of the Environment.

4.3.2.2 WITHIN RURAL LANDS - Development on rural lands shall be serviced by individual private sanitary sewage disposal systems subject to the approval of the Province or the Region of Peel Department of Health except where the development is serviced by the Region or by a communal sanitary sewage system.

4.3.2.3. DESIGN - Communal sanitary sewage systems established within Rural Lands shall be designed and located so that the least possible impact occurs on the natural environment and the cultural landscape.

Extension of the sanitary sewer system shall be designed and constructed in stages as may be appropriate. The plans and specifications for these extensions shall comply with standards established by Council.

4.3.2.4 COMPOSITION OF SEWAGE - Sewage disposed into the Regional sanitary sewer system shall not contain contaminants in excess of predetermined designated strengths as set out in standards established by Council.

4.3.2.5 Appendix Eight (Figure A8b) shows the major components of the sanitary sewer system in Peel Region.

4.3.3 RESPONSIBILITY - STORM DRAINAGE

The major responsibility for storm drainage lies with the area municipalities. The following statements outline the general responsibilities related to the provision of storm drainage.

4.3.3.1 REGION OF PEEL - The Regional Municipality of Peel Act outlines that the Region be responsible for storm drainage as follows:

a) Council shall be responsible for undertaking the land drainage system including storm sewers with respect to Regional roads and any surrounding lands which naturally drain into such a land drainage system and may undertake a land drainage program including storm sewers in any part of Peel Region as Council deems necessary; and,

b) Where a program provided for in paragraph 4.3.3.1 a) has been undertaken, the Region, in accordance with the Regional Municipality of Peel Act, may assume all or any portion of the land drainage system of an area municipality, including storm sewers.

4.3.3.2 AREA MUNICIPALITIES - The Regional Act outlines that the area municipalities shall be responsible for all land drainage, including storm, surface, overflow, subsurface, or seepage waters or other drainage from land within the municipality and including the drainage of any road in the municipality that does not form part of the Regional Road System.

4.3.3.3 THE PROVINCE - General Provincial legislation governing storm drainage is found under a multitude of Acts, including the Municipal Act, the Planning Act, the Ontario Water Resources Act, the Drainage Act, the Conservation Authorities Act, the Navigable Waters Act, the Fisheries Act, the Environmental Protection Act, the Environmental Assessment Act and the Lakes and Rivers Improvement Act. These Acts are administered primarily by the Ministry of the Environment,

the Ministry of Natural Resources and the Ministry of Municipal Affairs.

4.3.3.4 DESIGN - All storm drainage services shall be designed and constructed in stages as may be appropriate. The plans and specifications for any such services shall comply with standards established by the respective area municipality, the appropriate conservation authority and the Ministry of the Environment.

4.4 WASTE MANAGEMENT

This section outlines the Region's policy framework for the management of waste as defined in the Regional Municipality of Peel Act.

4.4.1 DEFINITIONS

In this Plan:

a) "Waste" - includes ashes, garbage, refuse, domestic waste, solid industrial waste or municipal refuse and such other wastes as may be designated by By-law of Council.

b) "Recyclable Material" - means anything which may have worth or value in its potential reuse as may be designated by Bylaw of Council.

4.4.2 RESPONSIBILITY

4.4.2.1 REGION OF PEEL - The Regional Municipality of Peel Act states that the Region is responsible for providing facilities for the purpose of receiving, dumping and disposing of waste and that no area municipality shall provide such facilities. Further, the Region may engage in reducing, recovering, recycling and reusing waste and collecting, receiving, handling, treating, processing, buying, selling or exchanging recyclable material.

4.4.2.2 AREA MUNICIPALITIES - Area Municipalities may by by-law provide for the collection and delivery of wastes to disposal sites and/or recycled materials to recovery facilities in accordance with the Regional Municipality of Peel Act.

4.4.2.3 THE ONTARIO GOVERNMENT - Provincial legislation governing waste management is found under a variety of Acts including the Environmental Assessment Act and the Environmental Protection Act. These Acts are administered by the Ministry of the Environment.

4.4.2.4 THE FEDERAL GOVERNMENT - Federal legislation affecting waste management is found under a variety of Acts including the Transportation of Dangerous Goods Act which governs the transport of certain industrial or hazardous wastes.

4.4.3 WASTE MANAGEMENT MASTER PLAN

Council shall adopt a comprehensive Waste Management Master Plan to guide the future management of waste in Peel Region which shall:

4.4.3.1 outline a preferred waste management system which is environmentally safe and technically sound and which takes into consideration the advent of new technologies/alternatives and the concerns of the respective area municipality, the general public and regulatory agencies.

4.4.3.2 identify future landfill requirements.

4.4.3.3 identify future requirements for Waste Processing Plants.

4.4.3.4 help coordinate the area municipalities' function of collecting and delivering waste and/or recycled material to Regional disposal facilities.

4.4.3.5 identify programs and facilities to achieve the maximum possible reductions in the amount of waste requiring disposal through reduction, reuse, recycling and recovery in cooperation with the respective area municipality.

4.4.3.6 promote public relations and education programs in cooperation with the area municipalities.

4.4.3.7 promote, with the Ministry of the Environment and adjoining Regional municipalities, the development of waste management programs.

4.4.3.8 consider all Provincial guidelines regarding environmental land use compatibility and all Provincial policy statements.

4.4.3.9 promote the regulation of land uses within Areas of Influence established in accordance with this Plan.

4.4.3.10 promote the recycling, processing/extraction and marketing of material from waste for the purpose of distribution, purchase and sale.

4.4.3.11 promote the principle that the waste for which the Region is responsible under the Regional Act, which is generated in Peel, shall be managed in Peel.

4.4.4 SANITARY LANDFILL SITES

4.4.4.1 DEFINITION

In this Plan:

> "Sanitary Landfill Site" means land used for the purposes of receiving , processing and disposing of waste and includes, but is not limited to, landfilling; salvaging; composting; land farming; material extraction and separation; size reduction and compaction; receiving, storing and shipping recyclable materials; public waste drop-off bins; receiving, storing and shipping non-industrial hazardous wastes; on-site leachate collection, treatment, removal and/or disposal and landfill gas collection, treatment and/or sale.

4.4.4.2 The establishment of a new Sanitary Landfill Site or the expansion of an existing site shall require an amendment to this Plan.

4.4.4.3 The establishment and operation of Sanitary Landfill Sites shall be subject to the policies in this Plan and to all relevent Provincial Legislation and shall consider the policies in the respective area municipal plan.

4.4.4.4 Council shall consider the potential of lands for sanitary landfill use when reviewing applications to develop those lands by amendment to this Plan and the respective area municipal plan.

4.4.4.5 All new Sanitary Landfill Sites within Peel Region shall be owned by the Region, but may be operated under agreement by non-Regional personnel. No privately owned Sanitary Landfill Site shall be permitted to operate within Peel Region.

4.4.4.6 Sanitary Landfill Sites shall be considered an interim land use. Prior to the development of proposed Sanitary Landfill Sites farm-related uses and mineral extraction operations may be permitted as interim uses.

4.4.4.7 Sanitary Landfill Sites which have been completed shall be rehabilitated to uses which conform to this Plan and the Environmental Protection Act, RSO 1980, as amended.

4.4.4.8 Council shall ensure long-term safety by establishing gas and leachate monitoring programs, when necessary, prior to, during and following the operation of all Sanitary Landfill Sites.

4.4.4.9 Council endorses the principle that new Sanitary Landfill Sites should be selected on the basis of each area municipality providing a share of the total land required for the sites subject to the economic, transportation, land use and environmental impacts on the respective area municipality.

4.4.5 WASTE PROCESSING PLANTS

4.4.5.1 DEFINITION

In this Plan:

"Waste Processing Plant" means a public or private facility used for the purpose of receiving, storing, processing, treating and/or shipping waste or recyclable materials generated from off-site sources and includes, but is not limited to, incineration and/or other thermal reduction processes (with or without the provisions to extract energy for on or off-site usage/sale); the production of refuse derived fuel or other recoverable materials (for use on or off-site); the transfer of wastes and/or recoverable materials from one vehicle to another (transfer station); the separation of component materials of the waste; receiving, storing and shipping of non-industrial hazardous waste; and general processing techniques such as size reduction and compaction; which is of sufficient size to require an Environmental Assessment under the Environmental Assessment Act, R.S.O. 1980 and regulations, as amended.

4.4.5.2 The establishment of new Waste Processing Plants or expansion, including an increase in an existing plant's capacity, shall require an amendment to this Plan.

4.4.5.3 The establishment and operation of Waste Processing Plants shall be subject to the policies in this Plan, all relevent Provincial Legislation and shall consider the policies in the respective area municipal plan.

4.4.6 GENERAL

4.4.6.1 In consultation with the respective area municipality and regulatory agencies, the following factors shall be considered by Council when reviewing applications to amend this Plan in accordance with

paragraphs 4.4.4.2, 4.4.4.4 and 4.4.5.2 of this Plan. These factors shall include, but shall not be limited to the following:

a) existing and committed development;

b) other jurisdictional planning areas such as adjacent municipalities, the Parkway Belt West and Niagara Escarpment Plans and airports;

c) hydrological, hydrogeological, ecological and morphological conditions;

d) social and economic aspects;

e) major recreational open space areas, both privately and publicly owned;

f) suitability of areas in terms of size and cost;

g) significant archeological and heritage resources;

h) Regional and area municipal roads and traffic;

i) existing and potential agricultural uses; and,

j) any other Regional interest or interest of the respective area municipality or regulating agencies which may be considered a factor.

4.4.6.2 Council may designate Areas of Influence around Sanitary Landfill Site(s) or Waste Processing Plant(s) by amendment to Schedule A of this Plan.

4.4.6.3 The Area of Influence around a Sanitary Landfill Site shall be 500 metres from the closest working face unless the factors in paragraph 4.4.6.1. and analyses made under the Regional Municipality of Peel Act conclude that a different dimension should be used.

4.4.6.4 Regional land use control powers within Areas of Influence shall be in accordance with the Regional Municipality of Peel Act.

4.4.6.5 Study Areas identified for the purposes of locating or expanding Sanitary Landfill Sites and Waste Processing Plants shall be in accordance with the Regional Municipality of Peel Act.

4.4.6.6 All future development within Peel Region may be regulated by Council in accordance with the Region's waste disposal capacity.

4.4.6.7 Sanitary Landfill Sites and Waste Processing Plants shall be planned, designed, constructed, operated and maintained in such a way as to ensure minimal adverse impact upon adjacent land uses and the environment.

4.4.6.8 Sanitary Landfill Sites and Waste Processing Plants are subject to the regulations under the Environmental Protection Act, R.S.O. 1980, as amended, Council Resolution, agreements and other regulations or legislative controls.

4.4.6.9 Council may pass by-laws to prescribe one or more haul routes on specified Regional roads to be used by vehicles hauling waste and/or recyclable materials to (or from) any Landfill Site or Waste Processing Plant located in Peel Region.

4.4.6.10 A respective area municipality may, by by-law, prescribe one or more haul routes on specified local roads to be used by vehicles hauling waste and/or recyclable materials to (or from) a Landfill Site or Waste Processing Plant subject to the approval of Regional Council.

4.4.6.11 Proponents of a change in land use, within areas of environmental influence, as determined pursuant to paragraph 4.4.6.1 of this Plan, shall consult with Council and the Ministry of the Environment with regard to any remedial measures which may be required and shall provide evidence that the proposal is environmentally sound.

4.4.6.12 The Region may monitor industrial waste generated at source and/or disposed of at Sanitary Landfill Sites and Waste Processing Plants.

4.4.6.13 Waste originating from a municipality or jurisdiction outside of Peel Region shall not be disposed of at any Sanitary Landfill Site or Waste Processing Plant operated by or for the Region unless approved by Council.

4.5 TRANSPORTATION

4.5.1 RESPONSIBILITY

There is a hierarchy of three jurisdictions which have responsibility for road transportation in the Peel Planning Area - the Province, the Region of Peel and the area municipalities. The Government of Canada is responsible for air and rail transportation facilities.

In Peel Region, the responsibility for mass transit systems lies with the Province and the Cities of Brampton and Mississauga which operate local transit systems.

The responsibility for the licencing of private sector transportation services lies with the Province and the area municipalities.

The responsibility for transportation for the disabled lies with the Region.

4.5.2. LONG-TERM TRANSPORTATION PLAN

The Long-Term Transportation Plan is based on the residential and economic growth aspirations of the Region and its area municipalities as reflected in their respective official plans.

The Long-Term Transportation Plan is shown on Schedule 2 and includes all major roads and transit corridors, irrespective of their jurisdiction, that are intended to serve the major travel demands in Peel Region in the long-term.

4.5.2.1 The Long-Term Transportation Plan for Peel Region has been developed assuming the design and construction of roadways in accordance with the following general guidelines:

(a) FREEWAYS - means those Provincial Highways that:

(i) accommodate high volumes of long distance and inter-regional traffic travelling at high speeds;

(ii) have opposing traffic lanes divided;

(iii) have grade-separated interchanges with other roadways; and,

(iv) do not permit direct access from the freeway to abutting properties.

(b) MAJOR ARTERIALS - means those roadways that:

(i) carry large volumes of traffic at medium or high speeds between the areas of principal traffic generation, including inter-municipal traffic and traffic enroute to and from the freeway system;

(ii) generally have at-grade intersections with other arterials and major collector streets;

(iii) have controlled or restricted direct access to abutting properties wherever alternatives exist that avoid interference with the primary arterial street function of moving through traffic; and,

(iv) carry a significant number of heavy trucks.

(c) MINOR ARTERIALS - means those roadways that:

(i) accommodate trips of moderate length at a somewhat lower speed than major arterials. Emphasis is placed on intra-municipal and other shorter trips;

(ii) inter-connect with and augment the major arterial road system;

(iii) have at-grade intersections with major arterials, collector streets and other minor arterials; and,

(iv) generally accommodate direct access from abutting properties more frequently than in the case of major arterials.

4.5.3 REGIONAL ROAD SYSTEM

Under the Regional Municipality of Peel Act all roads under the jurisdiction of the former County of Peel, together with those roads under the jurisdiction and control of the former County of Halton that were included within the newly-created area municipality of the City of Mississauga, were transferred to the Region of Peel and became the Regional Road System. The Region, with the approval of the Lieutenant Governor in Council may pass by-laws to add roads or remove roads from the Regional Road System.

Regional Roads shall be planned and operated in accordance with the following policies:

4.5.3.1 CRITERIA FOR REGIONAL ROADS IN PEEL REGION - For a road to be considered a Regional road, it shall conform to at least one of the following criteria:

a) provides continuous and direct access for through traffic between the area municipalities of Mississauga, Brampton and Caledon and adjacent municipalities;

b) functions as a route for transit services which cross municipal boundaries;

c) carries a significant volume of commercial vehicle traffic crossing municipal boundaries;

d) provides continuous and direct access to major commercial, industrial, institutional and recreational areas which generate or attract a significant volume of regional or inter-regional travel;

e) supplements the Provincial highway system with continuous and direct access to significant generators or attractors of inter-regional, provincial, national or international travel;

f) provides continuous and direct access between the Primary and Secondary Urban Centres;

g) connects Provincial highways to each other;

h) meets the Provincial criteria for Regional Road spacing in urban or rural areas; and/or,

i) meets any Provincial criteria, not noted above, for the designation of Regional roads.

4.5.3.2 The road pattern as shown on Schedule 3, Long-Term Regional Road System, is adopted as the system of roads to be ultimately assumed by the Region.

The Long-Term Regional Road System may include either major or minor arterials.

Redesignation of proposed Regional Roads to Existing Regional Roads on Schedule 3 will not require an amendment to this Plan. Schedule 3 will be updated by Council from time to time to reflect existing conditions.

4.5.3.3 Schedule 4, Long-Term Regional Road Right-of-Way Width Requirements, designates minimum right-of-way widths to achieve the road pattern as indicated on Schedule 3 Long-Term Regional Road System.

Where right-of-way widths designated on Schedule 4 are not presently under public ownership it shall be a condition of severance, subdivision or site plan approval, pursuant to Sub Sections 6.2.3, 6.2.4 and 6.2.5 of this Plan, for the Region of Peel to require gratuitous dedication of property abutting the roadways within the future road allowance right-of-ways.

The area municipalities shall be encouraged to obtain lands within designated rights-of-way for roads which have not yet been assumed by the Region.

Additional lands may be required to accommodate turning lanes at intersections and railway grade separations or in cut or fill situations due to adverse topography. The precise location of additional right-of-way width requirements shall be determined from time to time without amendment to this Plan.

4.5.3.4 CONTROL AND USE OF REGIONAL ROADS - The control and use of Regional roads shall be subject to:

(a) By-laws or Consolidation By-laws that regulate traffic on roads under the jurisdiction of the Region of Peel;

(b) By-laws to designate Regional roads as controlled access roads and to prohibit or regulate the construction and use of any access onto a Regional road;

(c) By-laws for granting excess load moving permits;

(d) By-laws which establish set back requirements from the designated right-of-way widths of Regional roads; and,

(e) Any other relevant By-law, in addition to the above, adopted by Council, pursuant to the objectives of this Plan.

4.5.3.5 TRAFFIC MANAGEMENT - Council shall, where appropriate, adopt such traffic management techniques as the interconnection of traffic signals, parking policies and control, transit priority measures and the proper geometric design of roadway facilities to maximize the flow of traffic on Regional road facilities.

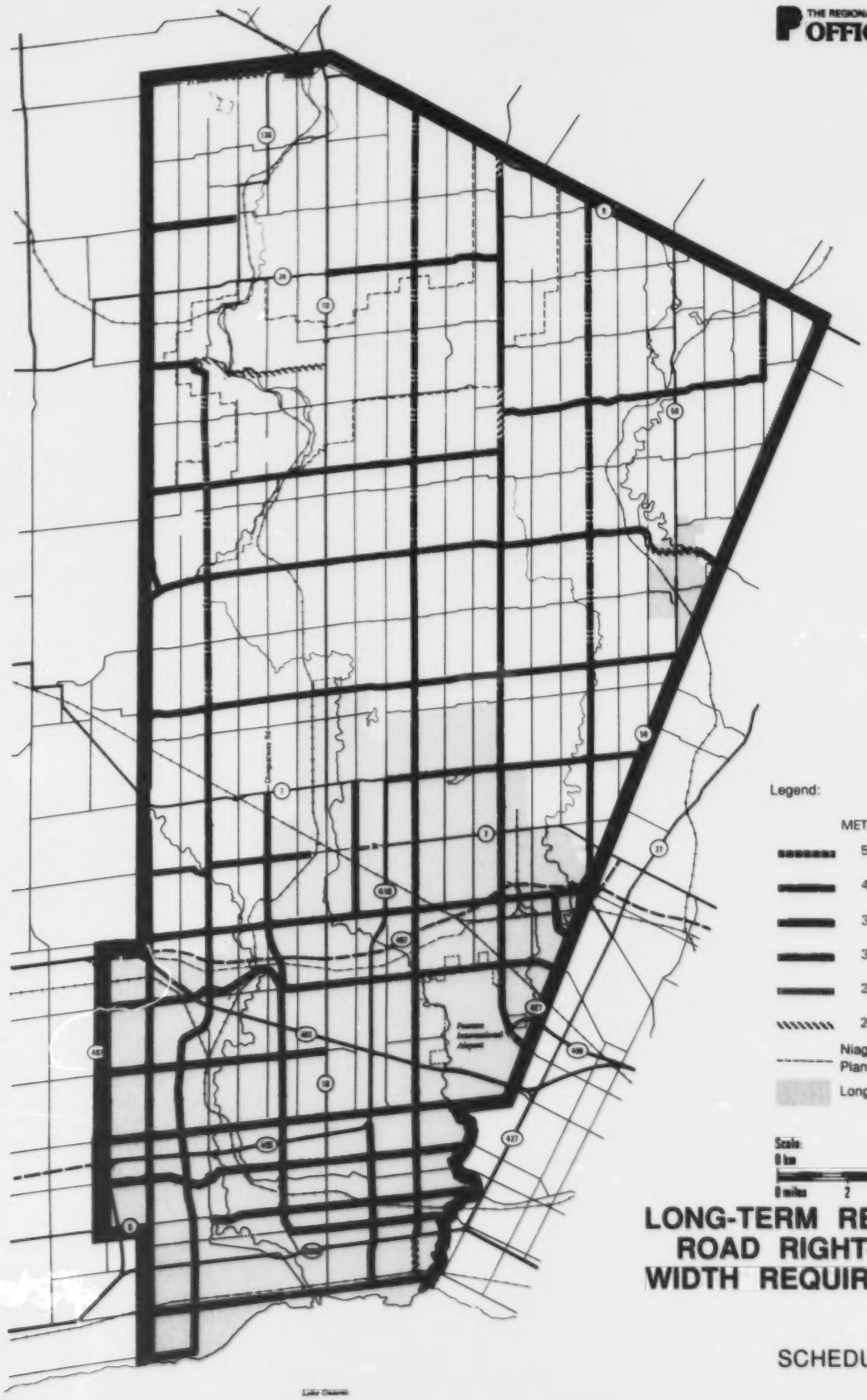
THE REGIONAL MUNICIPALITY OF PEEL
OFFICIAL PLAN

LONG-TERM REGIONAL ROAD SYSTEM

SCHEDULE 3

July 1988

THE REGIONAL MUNICIPALITY OF PEEL
OFFICIAL PLAN



LONG-TERM REGIONAL ROAD RIGHT-OF-WAY WIDTH REQUIREMENTS

SCHEDULE 4

July 1988

4.5.3.6 SPECIAL TURN LANES - Council shall provide special turn lanes as required, including left and right turn and acceleration and deceleration lanes, where appropriate, at major intersections, to ensure a smooth and continuous flow of traffic.

4.5.3.7 PARKING - Council shall prohibit or restrict parking, stopping or standing on sections of Regional roads to maximize the vehicular capacity and safe operation of the Regional Road System.

To this end, Council shall encourage:

(a) the provision of off-street parking lots or alternative means to satisfy parking requirements resulting from the removal of on-street parking;

(b) the provision, by the private sector, of off-street parking spaces in built up areas along Regional roads;

(c) the provision of adequate parking spaces at existing and future GO commuter rail stations and other major transit line terminals in order to avoid unnecessary congestion problems on Regional road facilities; and,

(d) parking policies that help promote the use of public transit systems.

4.5.3.8 TRUCK ROUTES - The Region may designate heavy truck routes on roads designated as Regional roads on Schedule 3 or impose heavy vehicle restrictions in order to protect residential neighbourhoods from truck noise annoyance, pollutant emissions and other truck traffic related side-effects according to the following guidelines:

(a) through-truck movements shall be restricted to arterial roads and shall be actively discouraged on roadways within residential neighbourhoods; and,

(b) the location of activities generating substantial heavy traffic shall be encouraged in areas near or adjacent to freeways and major arterials where feasible.

4.5.3.9 ROAD CROSSINGS AT MAJOR PHYSICAL BARRIERS - In places within Peel Region where such physical features as freeways, railway tracks, rivers and ravines form major physical barriers and obstruct the construction of Regional or local roads, the following policies shall be used as guidelines for the design and construction of road crossings to protect pedestrians and to ease the flow of vehicles.

(a) FREEWAY CROSSINGS - The Region shall plan on the basis that the Province shall design and construct freeways within Peel Region so that these freeways do not act as barriers to travel on arterial roads from one side of the freeway to the other. This shall be accomplished by providing an adequate number of grade separated crossings of major and minor roads over or under the freeways.

(b) RAILWAY CROSSINGS - The Region shall plan on the basis that the senior levels of governments and the railway companies shall assist financially in the cost of constructing warranted grade-separations on existing and future railway lines across the existing and future roads within Peel Region.

(c) NATURAL BARRIER CROSSINGS - The Region, together with the area municipalities and the Province, may provide necessary road facilities across natural barriers such as rivers, creeks, ravines and greenbelts in order to serve the transportation needs of the Region.

4.5.3.10 REGIONAL ROADS WITHIN THE NIAGARA ESCARPMENT PLAN AREA - All new and reconstructed Regional Roads within the Niagara Escarpment Plan Area Boundary, as shown on Schedules 3 and 4, shall be designed and located so that the least possible impact occurs on the natural environment and the cultural landscape. The site and design guidelines for these projects may include the following:

(a) blasting, grading and tree removal should be minimized where possible through realignment and utilization of devices such as curbs and gutters, retaining walls and tree wells.

(b) finished slopes should be graded to a 2 to 1 slope minimum and planted; large cuts should be terraced to minimize surface erosion and slope failure.

(c) site rehabilitation should use native species of vegetation and blend into the surrounding landscape.

(d) vegetation screens should be used where feasible.

(e) transportation structures should be sited and designed to minimize visual impact.

(f) new transportation facilities should, where practicable, avoid Escarpment Natural Areas.

4.5.4 PUBLIC TRANSIT

The Region intends to work closely with GO Transit (T.A.T.O.A.), Toronto Transit Commission (T.T.C.), Brampton Transit, Mississauga Transit, and other transit operating agencies to ensure that efficient interface and integration between local feeder bus services, the T.T.C. bus and subway services and the Government of Ontario (GO) commuter rail and bus transit services is achieved.

The Region shall encourage the development of policies for preferential treatment of transit vehicles on Regional roads and the greater utilization of off-peak transit services.

4.5.4.1 LOCAL TRANSIT SYSTEMS - When requested, the Region shall provide assistance in planning and coordinating the existing local transit services and expansions to these services as an integral part of the Region's Long-Term Transportation Plan which comprises all of the transportation facilities, regardless of their jurisdiction, that are expected to serve the major travel demand in Peel Region. The Region shall also encourage improved accessibility for the aged and disabled.

4.5.4.2 PUBLIC TRANSIT FOR PHYSICALLY DISABLED - The Region shall continue to provide and expand the para-transit system for people with a broad range of physical abilities.

4.5.4.3 INTERMEDIATE CAPACITY TRANSIT SYSTEM - The Intermediate Capacity Transit System is shown on Schedule 2 as part of the Long-term Transportation Plan.

The Region acknowledges the future need for an Intermediate Capacity Transit System (I.C.T.S.) to provide an efficient transit service link between the City of Mississauga and the City of Brampton, in order to strengthen future Regional self-containment. The development of the I.C.T.S. lines shall be planned to support the growth of the designated Primary and Secondary Urban Centres and an intensification of development along these major transportation corridors. The I.C.T.S. facility shall also be planned to accommodate travel to and from Metropolitan Toronto. The Region, in cooperation with the area municipalities, intends to:

(a) investigate additional transit priority measures on major transportation corridors which complement the Intermediate Capacity Transit System (I.C.T.S.) alignment shown on Schedule 2;

(b) ensure maximum benefits to both the residential and business sectors, in the selection of any specific I.C.T.S. transit technology; and,

(c) reserve exclusive rights-of-way for the I.C.T.S. so that it receives priority treatment.

4.5.4.4 GO COMMUTER RAIL/BUS SERVICE - The GO commuter rail system is shown on Schedule 2 as part of the Long-Term Transportation Plan.

The Region acknowledges the significant part that the GO commuter rail/bus services have played in serving the travel demands between Peel Region and Metropolitan Toronto.

The Region supports increased travel capacity through the introduction of new GO commuter rail services on existing lines and improved accessibility for the disabled.

On the basis of an on-going monitoring program, the Region, in conjunction with the local transit authorities, may request that the Province and GO Transit make necessary alterations in routing schedules and facilities to meet the travel needs and desires of residents and other taxpayers in Peel Region.

4.5.5 TRANSPORT CANADA LANDS

Council shall assess proposals to expand and intensify the use of Transport Canada Lands to ensure that any adverse impacts are minimized with particular attention being given to Regional transportation facilities.

PART FIVE

Guidelines for Development

PART FIVE . GUIDELINES FOR DEVELOPMENT

5.1 INTRODUCTION

This part of the Plan sets out long-term development policies for the Region and policies for the creation of new lots.

The provisions of this Plan have been designed to support the levels of population growth and urban and rural development as outlined in the respective area municipal plan.

5.2 SCHEDULE A: LONG-TERM LAND USE PLAN

Schedule A establishes general land uses and is adopted as the Plan for the long-term development of Peel Region.

5.2.1 RURAL LANDS

Proposals to develop lands designated Rural, as shown on Schedule A, shall be in accordance with the policies in this Plan and in the respective area municipal plan.

5.2.1.1 Council recognizes and supports the policies outlined in the respective area municipal plan relating to lands designated Rural on Schedule A. Council is concerned nevertheless, that future proposals affecting Rural Lands reflect the goals, objectives and policies of this Plan and are considered in light of the orderly and cost-efficient provision of Regional services.

To this end the Region shall review all applications to amend an area municipal plan affecting lands designated Rural, on Schedule A in accordance with Sub Section 6.2.2 of this Plan.

5.2.1.2 Council recognizes the Settlement Areas and their boundaries as designated in the area municipal plans. The locations of designated Settlement Areas are shown in Schedule A.

Growth and development shall be limited to certain of the designated Settlement Areas in accordance with the policies of this Plan and the respective area municipal plan.

5.2.1.3 Extensions to the Settlement Area boundaries shall require an amendment to the respective area municipal plan and shall be subject to review by Council in accordance with Sub Section 6.2.2 of this Plan.

5.2.1.4 The following shall be considered when reviewing an application to extend the boundary of a Settlement Area located within the Niagara Escarpment Plan Area Boundary, as shown on Schedule A:

(a) the boundaries should not extend into Escarpment Natural Areas or Escarpment Protection Areas, identified on Figure 3.

(b) extensions should be limited to minimize land-use conflicts and, where appropriate, incorporate adequate screening and/or setbacks to reduce the visual impact on the Escarpment landscape.

(c) extensions should be minor only, relative to the size and capacity of the subject Settlement Area to absorb new growth, so that its rural heritage is maintained.

(d) extensions should take place as a logical extension of existing development in the form of planned groups rather than linear or scattered development. Expansion in depth, in appropriate planned configuration, rather than extensions along existing roads, is preferred.

(e) proposals to extend Settlement Areas should be compatible with and provide for the protection or restoration of historic features or areas, archaeological sites, structures of architectural significance, ecological areas, wildlife habitats, streams and water supplies, and other environmentally sensitive areas, both inside and adjacent to the Settlement Areas.

5.2.1.5 The creation of all new lots within Settlement Areas shall be by plan of subdivision or consent as infilling in accordance with Section 5.3 of this Plan, "The Creation of New Lots", and the respective area municipal plan.

5.2.1.6 The creation of all new lots outside of designated Settlement Areas, as designated on Schedule A, shall be by plan of subdivision or consent in accordance with Section 5.3 of this Plan, "The Creation of New Lots" and the respective area municipal plan.

5.2.1.7 The designation of a new Settlement Area shall require an amendment to this Plan and to the respective area municipal plan.

Council shall assess an application to designate a new Settlement Area in accordance with paragraph 6.5.2.1 of this Plan.

5.2.2 RURAL ESTATE DEVELOPMENT POLICY AREAS

The Rural Estate Development Policy Area designation, as shown on Schedule A, may accommodate low density, low intensity residential

plans of subdivision or plans of condominium as defined in the respective area municipal plan.

5.2.2.1 The designation of new Rural Estate Development Policy Areas shall require an amendment to this Plan in accordance with paragraph 6.5.2.1 and the respective area municipal plan.

5.2.2.2 Development within Rural Estate Development Policy Areas shall conform to the policies in Sub Section 5.3.2 of this Plan and the respective area municipal plan.

5.2.2.3 All proposals to extend a Rural Estate Development Policy Area designation, as shown on Schedule A, which requires an amendment to the area municipal plan, shall be assessed by Council in accordance with Sub Section 6.2.2 of this Plan.

5.2.3 NIAGARA ESCARPMENT PLAN AREA BOUNDARY

The outer boundary of the Niagara Escarpment Plan Area, as shown on Schedule A, is formed by a combination of such features as roads, railways, electrical transmission lines, municipal and property boundaries, lot lines, rivers and topographic features.

5.2.3.1 All proposals to alter the Niagara Escarpment Plan Area Boundary, as shown on Schedule A, shall require an amendement to this Plan, the respective area municipal plan and the Niagara Escarpment Plan.

5.2.4 URBAN LANDS

Proposals to develop lands designated Urban, as shown on Schedule A, shall be in accordance with the policies in this Plan and in the respective area municipal plan.

5.2.4.1 Council recognizes and supports the long-term development pattern outlined in the three area municipal plans. Council is concerned, nevertheless, that urban development reflects the goals and objectives of this Plan and proceeds in an orderly and cost-efficient manner with respect to the provision of Regional services.

To this end, Council shall review all applications to amend an area municipal plan affecting lands designated Urban on Schedule A in accordance with Sub Section 6.2.2 of this Plan.

5.2.4.2 The creation of all new lots for lands designated Urban as shown on Schedule A, shall be by registered plan of subdivision, consent or part lot control in accordance with Section 5.3 of this Plan, "The Creation

of New Lots", and in accordance with the respective area municipal plan.

5.2.4.3 Applications for consent shall be granted only when it is clear that it will not adversely affect the general development pattern proposed for the area as indicated in detailed plans for transportation, sanitary sewers, water and other infrastructures.

5.2.5 LONG-TERM URBAN BOUNDARY

The boundary between the Urban and Rural lands designations, as shown on Schedule A, is adopted to define the limits of urban development for the long-term.

5.2.5.1 All proposals to establish urban-type development on lands outside and immediately adjacent to the Long-Term Urban Boundary, as shown on Schedule A, which require an amendment to the respective area municipal plan shall require an amendment to this Plan, by adjusting the Long-Term Urban Boundary designation on Schedule A, and the proposed amendment will be assessed in accordance with paragraph 6.5.2.1 of this Plan.

5.2.6 PRIMARY URBAN CENTRE

Mississauga City Centre/Square One, at Burnhamthorpe Road and Highway #10, is designated as the Primary Urban Centre on Schedule A.

5.2.6.1 The Primary Urban Centre is defined as having a minimum of 140 000 square meters (1 500 000 square feet) Gross Leasable Area allocated for retail purposes plus a minimum Gross Leasable Area of 1 200 000 square meters (13 000 000) square feet) allocated for any one or a combination of professional, business, administration, health and community uses for a total minimum Gross Leasable Area of 1 340 000 square meters (14 500 000 square feet).

5.2.7 SECONDARY URBAN CENTRES

Three Secondary Urban Centres are designated on Schedule A. Erin Mills Centre (at Erin Mills Parkway and Eglinton Avenue) Bramalea City Centre (at Dixie Road and Highway #7) and the "Four Corners" in Brampton (at Queen Street and Main Street).

5.2.7.1 A Secondary Urban Centre is defined as having a minimum of 18 600 square metres (200 000 square feet) Gross Leasable Area allocated for retail purposes plus a minimum Gross Leasable Area of 60 000 square meters (650 000 square feet) allocated for any one or a combination of professional, business, administration, health and community uses for a total minimum Gross Leasable Area of 78 600 square meters (850 000 square feet).

5.2.8 DESIGNATION OF PRIMARY AND SECONDARY URBAN CENTRES

5.2.8.1 The intent of designating Primary and Secondary Urban Centres is:

(a) to recognize that on the basis of Gross Leasable Area and function, a hierarchy exists between the Primary Urban Centre and Secondary Urban Centres;

(b) to concentrate at these locations, high intensity land uses including government, professional and general business offices and retail stores, providing a wide range of services to Peel's residents, and high density residential uses at or on the immediate periphery of the Primary and Secondary Urban Centres;

(c) to encourage the creation and development of a wide range of higher order employment opportunities located at the major centres of activity; and,

(d) to identify the need to service the Primary and Secondary Urban Centres by appropriate facilities including public transit.

5.2.8.2 The designation of additional Primary and Secondary Urban Centres shall require an amendment to this Plan. A feasibility study and market impact studies, taking into account the existing Primary and Secondary Urban Centres and other retail facilities which may be impacted, shall be required as the basis for the amendment.

5.2.9 PARKWAY BELT WEST PLANNING AREA

Development of those lands in Peel Region which are affected by the Parkway Belt West Plan, as shown on Schedule A, shall be governed by the provisions of the Parkway Belt West Plan, July 1978, as amended which forms part of this Plan.

In the case of any discrepancy between the Parkway Belt West Plan and this Plan, the provisions of the Parkway Belt West Plan shall prevail.

Should there be a change in the boundaries of the Parkway Belt West Plan, this Plan shall be amended in accordance with Section 1.3 of this Plan.

5.2.10 PEARSON INTERNATIONAL AIRPORT

New development within the vicinity of the Pearson International Airport shall be compatible with Regional policies and to Transport Canada's requirements.

5.2.11 SANITARY LANDFILL SITE

The policies of Sub Section 4.4.4. of this Plan, shall apply to lands designated Sanitary Landfill Site on Schedule A.

5.2.12 WASTE PROCESSING PLANT

The policies of Sub Section 4.4.5 of this Plan, shall apply to lands designated Waste Processing Plant on Schedule A.

5.3 THE CREATION OF NEW LOTS

All new lots shall be created by plan of subdivision, consent or part lot control according to the following policies:

5.3.1 GENERAL

5.3.1.1 Approval of applications for the creation of all new lots shall be in accordance with the goals, objectives and policies of this Plan and other relevant policies of the Region and the area municipality within which new lots are proposed. Regard shall be had to the goals, objectives and policies of all other relevant agencies having jurisdiction with respect to the land under consideration, when new lots are being proposed.

5.3.2 PLANS OF SUBDIVISION

5.3.2.1 Council shall require a plan of subdivision, pursuant to the Planning Act, for the creation of lots or blocks where it is necessary to provide municipal roads and/or water or sanitary sewer services, unless such creation of lots is considered infilling.

5.3.2.2. An approved plan of subdivision shall be required where the construction of a public road or public services are necessary for the creation of more than three adjacent lots.

5.3.2.3 Access to new individual lots in a plan of subdivision shall preferably be provided from internal local roads and not from existing or unopened sideroads, concession roads or Regional roads.

5.3.2.4 Adequate access shall be provided in a plan of subdivision for all vehicular traffic including school buses, and maintenance and emergency vehicles.

5.3.2.5 Individual lots may be created through the approval of by-laws lifting part-lot control on lands within registered plans of subdivision.

5.3.2.6 Part lot control restrictions shall not be lifted to create building lots or blocks except for the further division of detached, semi-detached, townhouse or industrial parcels which have already been created through plans of subdivision in accordance with good planning principles.

5.3.3 PLANS OF SUBDIVISION IN THE NIAGARA ESCARPMENT PLAN AREA

5.3.3.1 Plans of subdivision for Rural Estate Residential development shall not be permitted on lands within the Niagara Escarpment Plan Area Boundary, as shown on Schedule A, which are identified as either, "Niagara Escarpment Natural Area" or, "Niagara Escarpment Protection Area", on Figure 3.

5.3.3.2 Plans of subdivision for Rural Estate Residential development on lands within the Niagara Escarpment Plan Area Boundary, as shown on Schedule A, which are identified as "Escarpment Rural Area", on Figure 3 shall be subject to the following criteria:

(a) The location, design, size and density of development shall retain the open rural landscape and protect natural features.

(b) The design of development shall be in harmony with existing heritage features and heritage areas of the Escarpment landscape.

5.3.3.3 The following factors shall be considered when reviewing proposed Rural Estate Residential Plans of subdivision within lands identified as "Escarpment Rural Areas", on Figure 3.

(a) The number, distribution and density of vacant lots in the area.

(b) The additional lots which may be created in conformity with Sub Sections 5.3.2 and 5.3.5 of this Plan and with the Town of Caledon Official Plan.

(c) The maintenance of the open landscape and scenic value of the lands.

5.3.4 CONSENTS

5.3.4.1 Approval of applications for consent by the Region's Land Division Committee, pursuant to the Planning Act, is required for the creation of a new individual lot. An application for consent shall be considered only when it is clearly not necessary to register a plan of subdivision according to Sub Section 5.3.2.

5.3.4.2 Council shall provide comments to Land Division Committee on the basis of the Region's Land Division Policy which has been developed in light of the following factors:

(a) the preservation of good agricultural lands for farming and the prevention of conflicts between agricultural and adjoining uses.

(b) the maintenance of the Regional Road System as a means of moving vehicles with a minimum of obstruction and danger.

(c) the prevention of pollution of ground and surface water.

(d) the preservation of the rural landscape.

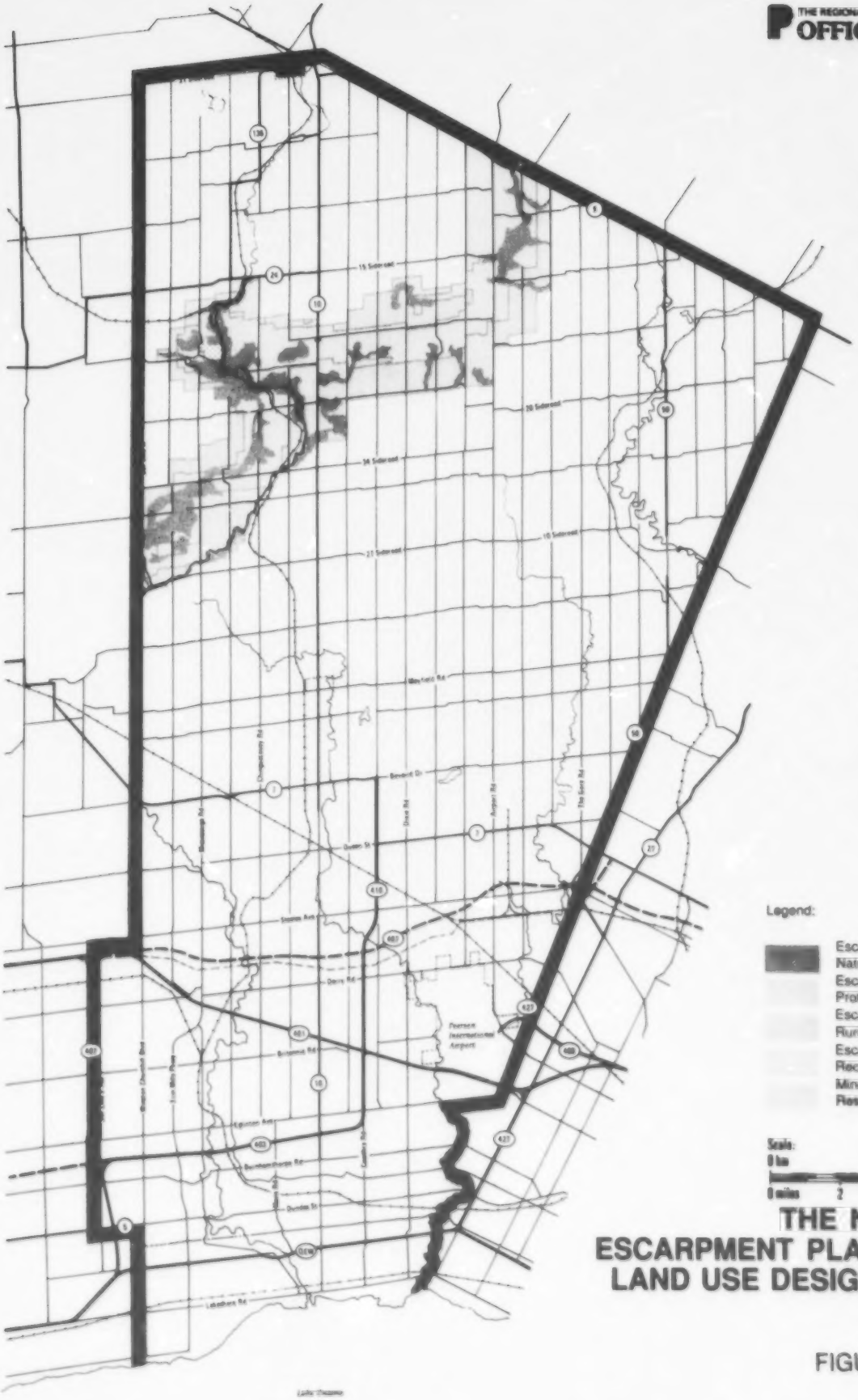
5.3.5 CONSENTS IN THE NIAGARA ESCARPMENT PLAN AREA

5.3.5.1 Lands within the Niagara Escarpment Plan Area Boundary, as shown on Schedule A, which are identified as "Escarpment Natural Area", on Figure 3, are subject to the following policies:

(a) consents may be granted for public uses, correcting conveyances and enlarging existing lots.

(b) Consents may be granted to re-create original lots along Township lot survey lines and to create 40 hectare (100 acre) lots along half-lot lines where the original Township lot is 80 hectares (200 acres).

(c) A retiring farmer may be permitted to sever one lot from the farm holdings on which to build a retirement residence.



THE NIAGARA ESCARPMENT PLAN AREA- LAND USE DESIGNATIONS

FIGURE 3

July 1988

(d) All new lots created by consent shall maintain the natural features of the Escarpment.

5.3.5.2 Lands within the Niagara Escarpment Plan Area Boundary, as shown on Schedule A, which are identified as "Escarpment Protection Area", on Figure 3, are subject to the following policies:

(a) Consents may be granted for public uses, correcting conveyances, enlarging existing lots and for agricultural operations provided both the severed and remnant parcels are of sufficient size to remain useful for agricultural purposes (as outlined in the Foodland Guidelines or its successor).

(b) Consents may be granted to re-create original lots along Township lot survey lines and to create 40 hectare (100 acre) lots along half-lot lines where the original Township lot is 80 hectares (200 acres).

(c) A retiring farmer may be permitted to sever one lot from the farm holdings on which to build a retirement residence.

(d) In addition, one consent may be granted per 100 acre half Township lot where no lots have been severed within the subject 100 acre half Township lot in the past. The creation of a lot resulting from the acquisition of land by a public body (e.g. for a road deviation) will not be considered as a previous severance except that any lot so created that may be used as a building site (other than land acquired by such public body) will be considered as a previous severance.

(e) All new lots created by consent shall maintain natural areas (as identified in Figure A2) and enhance the open landscape character of the Escarpment.

5.3.5.3 Lands within the Niagara Escarpment Plan Area Boundary, as shown on Schedule A, which are identified as "Escarpment Rural Area", on Figure 3, are subject to the following policies:

(a) Consents may be granted for public uses, correcting conveyances, enlarging existing lots and for agricultural operations subject to paragraph 5.3.3.4.(a) of this Plan.

(b) Consents may be granted to re-create original lots along Township lot survey lines and to create 40 hectare (100 acre) lots along half-lot lines where the original Township lot is 80 hectares (200 acres).

(c) A retiring farmer may be permitted to sever one lot from the farm holdings on which to build a retirement residence.

(d) In addition, two consents may be granted per 100 acre half Township lot where no lots have been severed within the subject 100 acre half Township lot in the past. The creation of a lot resulting from the acquisition of land by a public body (e.g. for a road duration) will not be considered as a previous severance except that any lot so created that may be used as a building site (other than land acquired by such public body) will be considered as a previous severance.

(e) All new lots created by consent shall maintain the scenic value and open landscape character of the Escarpment lands.

PART SIX

Implementation

PART SIX . IMPLEMENTATION

6.1 INTRODUCTION

Part Six outlines the means by which the Region of Peel shall implement the goals, objectives and policies of this Plan.

6.1.1 INTERPRETATION

Part Six should be read in conjunction with all of the policies in this Plan and in particular:

Section 1.4 regarding the Legal Status of this Plan;

the relevant policies of the respective area municipal plan;

the relevant enabling and regulating legislation of the Province; and,

the relevant enabling and regulating legislation of the Government of Canada.

6.2 ADMINISTRATION

Council shall use the following administrative mechanisms to support and control the implementation of the provisions of this Plan.

6.2.1 DELEGATION OF POWERS OF MINISTERIAL APPROVAL

The Province has delegated the following approval powers exercised by the Minister of Municipal Affairs to Council:

6.2.1.1 reviewing and monitoring the decisions of the Committees of Adjustment and the Land Division Committee (August 29, 1974).

6.2.1.2 commenting to the Ontario Municipal Board (OMB) on Restricted Area Zoning By-laws (September 16, 1974).

6.2.1.3 approval of Plans of Subdivision under The Planning Act (July 1, 1975).

6.2.1.4 approval of Plans of Condominium (June 1, 1977).

6.2.1.5 approval of Road Closing By-laws closing highways on Registered Plans of Subdivision (January 31, 1985).

6.2.2 AREA MUNICIPAL OFFICIAL PLAN REVIEW AND AMENDMENT

Council shall approve or recommend for approval to the Minister of Municipal Affairs, only those area municipal plans or amendments to area municipal plans which conform to the goals, objectives and policies of this Plan and shall review official plans and amendments on the basis of the following factors:

(a) impact on existing and planned sewer and water trunks, sewage treatment plants, waste management facilities and transportation facilities including Regional roads;

(b) impact on the provision of social services including public health services, hospitals, social housing programs, police and homes for the aged;

(c) financial implications on the ability of the Region to deliver required physical and social services including waste management services;

(d) impact on the goals, objectives and policies in this Plan relating to housing, long-term population growth, and economic growth; and,

(e) impact on Peel's potential agricultural resources in accordance with paragraph 3.2.2.2 of this Plan and primary potential mineral resources in accordance with paragraph 3.3.2.1 of this Plan.

6.2.3 SUBDIVISION AND CONDOMINIUM PLAN APPROVAL

Council shall approve only those applications for plans of subdivision or condominium which conform to the policies of this Plan, the

respective area municipal plan and the relevant area municipal secondary plan.

Applications to convert occupied rental buildings to condominiums shall be subject to individual comment by the Region and to approval by the respective area municipality.

6.2.4 SITE PLAN CONTROL

Where the City of Brampton, the City of Mississauga and the Town of Caledon have designated all or part of their municipality as an area of proposed site plan control and have enacted a site plan control by-law describing the development which is subject to site plan approval, the Region shall require that all site plans submitted for lands abutting Regional Roads shown on Schedule 3 be forwarded to the Region for comment and shall not be approved by the respective area municipality until arrangements have been made to satisfy conditions to approval for any of the matters set out in Section 40(8) of the Planning Act.

To ensure that Regional roads can be widened to provide adequate vehicular capacity for present and future needs, the owners of land subject to site plan control may be required to dedicate road widenings to the Region as a condition of site plan approval to achieve the Regional Road Right-of-Way Width Requirements shown on Schedule 4. The extent of these widenings shall be the difference between the existing right-of-way and the designated right-of-way as shown on Schedule 4 Gratuitous dedications will generally be required equally on either side of the existing road centreline to the limit of the designated right-of-way.

In certain cases, where factors such as topography, grade separations, channelization or existing development dictate, it may be necessary to require more than half the widening on one side of the road. In these cases the amount of land to be taken by dedication from each side of the road, under site plan control, shall be limited to one-half of the total proposed widening unless the extent of the proposed widening is more specifically defined in this Plan and/or the respective area municipal plan or by subsequent amendment.

To ensure that safe access is provided to developments accessible to any of the roads shown on Schedule 3 and that the traffic carrying capacity of these roads is not reduced, the owners of developments requiring site plan approval of a significant nature may be required to provide acceleration and deceleration lanes, left turn storage lanes, medians, traffic signals or traffic control devices, and any land required to provide these facilities, as a condition of site plan approval. The actual length and extent of these facilities will be based on the needs of the land use subject to approval and will be

determined prior to approval as set out in a site plan agreement. The gratuitous dedication of 15 m sight and day light triangles shall be required at the intersection of all local roads with the Regional roads designated on Schedule 3 as they become available, as a condition of site plan approval, consent or when otherwise appropriate.

6.2.5 LAND DIVISION COMMITTEE

Council shall review the decisions of the Regional Land Division Committee to ensure conformity with this Plan and the respective area municipal plan and may appeal any decision that does not conform.

6.2.6 REGIONAL BY-LAWS

Council shall adopt only those by-laws which conform to the goals, objectives and policies of this Plan.

6.2.7 REGIONAL STRATEGIES

Council shall adopt strategies for social development, public health and affordable rental housing which are based on the goals, objectives and policies of this Plan.

6.2.8 FEDERAL AND PROVINCIAL LEGISLATION

Council shall review new Federal and Provincial legislation and regulations to ascertain possible impacts on the policies of this Plan.

6.3 FINANCIAL CONTROL

The financial resources which will be required to implement the policies of this Plan are substantial. The Region can only determine and allocate financial resources to meet the objectives of this Plan within the context of all Regional responsibilities. Regional financial responsibilities in meeting the goals and objectives of this Plan involve both capital and operating expenditures.

6.3.1 CAPITAL WORKS

Council shall approve only those Regional capital works which conform to the goals, objectives and policies of this Plan.

6.3.2 REGIONAL BUDGET

In order to ensure financial capability to meet all Regional responsibilities, the Regional budgeting process shall include the following components:

6.3.2.1 the approval each year of a one year current budget and the preparation each year of a five year current forecast.

6.3.2.3 the approval each year of a one year capital budget and a four year capital forecast.

6.3.3 ACQUISITION OF LANDS

Where necessary, Council may acquire and hold land for the implementation of any policy or program in this Plan. Lands so acquired and held may be sold, leased or otherwise disposed of when no longer required.

6.4 MONITORING CHANGE

Council has a responsibility to monitor various aspects of social, economic and physical development in order to determine the extent to which the provisions of this Plan are successful in achieving the goals and objectives of this Plan.

6.4.1 PROGRAM

The Region shall monitor social, economic and physical change to determine impacts on the goals, objectives and policies of this Plan.

6.4.1.1 The monitoring program shall include consideration of the following factors:

(a) special housing needs for low and moderate income households, special needs groups who may require support services to be delivered in conjunction with their shelter and those in need of short-term emergency shelter;

(b) housing costs and market conditions;

(c) adequate supply of new residential lots;

(d) residential development standards;

(e) financial capability of the Region to provide the necessary services to support further residential development;

(f) adequacy and availability of school sites and facilities;

(g) population growth and changing demographic characteristics;

(h) labour force growth and changing disposable income characteristics;

(i) growth in assessment values by sector in Peel Region;

(j) employment growth and changing economic structure;

(k) unemployment rates;

(l) adequate supply of industrial land and commercial floor area;

(m) commuting and journey-to-work patterns;

(n) transportation flows and capacities;

(o) environmental quality, including noise attenuation measures in residential areas;

(p) agricultural production and the agricultural resource base;

(q) mineral resource demand and supply and the mineral resource base;

(r) heritage resource conservation and preservation;

(s) public attitudes relating to Regional planning and community development issues;

(t) Committees of Adjustment and Land Division Committee decisions; and,

(u) other social, economic and physical factors that may emerge as key concerns for residents and other taxpayers in Peel Region.

6.5 OFFICIAL PLAN REVIEW AND AMENDMENT

Changing issues and priorities, new information and advances in technology may prompt future reconsideration of this Plan, as will changes in Provincial and Federal policies and programs.

6.5.1 OFFICIAL PLAN REVIEW

The following policies relate to the five-year review of this Plan as required under the Planning Act.

6.5.1.1 POLICY REVIEW - This Plan shall be reviewed, in whole or in part, by Council to ensure that the policies:

(a) are adequate to attain the goals and objectives set out in this Plan; and,

(b) continue to reflect the social, economic and physical needs of residents and other taxpayers of Peel Region.

6.5.1.3 AREA MUNICIPALITY REVIEWS - Whenever an area municipality undertakes a comprehensive review of thier plan, such review shall be assessed to ensure conformity to this Plan.

6.5.2 OFFICIAL PLAN AMENDMENT

6.5.2.1 Council shall assess applications to amend this Plan in accordance with Section 1.3 and on the basis of the factors outlined in Sub Section 6.2.2 and/or the factors outlined in the parts of this Plan which deal with each issue.

6.5.2.2 NIAGARA ESCARPMENT PLAN AREA - Any amendment of policies or designations incorporated into this Plan from the Niagara Escarpment Plan will be processed in accordance with Section 15 of the Niagara Escarpment Planning and Develoment Act.

6.5.3 DEVELOPMENT CONTROL WITHIN THE NIAGARA ESCARPMENT PLAN AREA

Since 1975 the development of land in the area of the Niagara Escarpment Plan has been regulated through a development permit system administered by the Niagara Escarpment Commission under Sections 22 and 16 of the Niagara Escarpment Planning and Development Act and Ontario Regulation 685/80.

Responsibility for the administration of development applications within the Niagara Escarpment Plan Area will be transferred progressively to municipalities under a two-phase program. Initially, administration of the current development permit system will be delegated to upper-tier municipalities which have an approved official plan in place and who express a desire to assume the responsibility. Subsequently, local municipalities may assume responsibility for land use control provided their official plan is brought into conformity with the Niagara Escarpment Plan and an acceptable system of controlling development is in place. Both the Region of Peel and the Town of Caledon Official Plans must therefore conform to the Niagara Escarpment Plan. Council's position regarding the delegation of these administrative responsibilities supports direct delegation to the Town of Caledon.

APPENDICES

APPENDIX ONE

SUBJECT:

Region of Peel Planning Documents Developed as Background to the Regional Official Plan

EXPLANATORY NOTES:

The following is a chronological listing of major reports prepared for the Region since 1974 when the Regional planning process was initiated. The research and analysis contained in these reports provides a comprehensive and supportive background to the policies contained in this Plan. Copies of all reports are on file in the Regional Planning Department.

In addition to these background documents, Regional planning staff assisted in the preparation of the area municipal official plans in the following ways:

- Regional planning staff prepared the June 1976 draft of the Official Plan for the Town of Caledon which provided the basis for the Plan adopted by Town Council in March 1978. This Plan was forwarded to the Province and the majority of the Plan was approved, with some sections referred to the Ontario Municipal Board, by the Minister of Housing in June 1979. Regional Council recommended to the Minister of Housing that this Plan be approved.

- Regional planning staff conducted the transportation planning study for the City of Brampton. The results formed the basis of the transportation proposals contained in the Official Plan for the City of Brampton adopted by City Council in July 1982. This Plan was forwarded to the Province and the majority of the Plan was approved, with some sections referred to the Ontario Municipal Board, by the Minister of Housing in January 1984. Regional Council recommended to the Minister of Housing that this Plan be approved.

- Regional planning staff directed the consultant's study, Economic/Employment Supplement Study (Region of Peel/IBI Group - August 1976) which contributed to the Economic policies in the Official Plan adopted by the City of Mississauga in July 1978. The majority of this Plan was approved by the Minister of Housing, with some sections referred to the Ontario Municipal Board in April 1981. Regional planning staff participated in a joint report with Mississauga planning staff after circulation of the draft Plan to staff at various government agencies, including the Region. The purpose of the report was to resolve as many agency concerns as possible prior to submission of the Plan to the Ministry of Housing. Regional Council recommended to the Minister of Housing that this Plan be approved.

1974

- Towards a Regional Official Plan: A Report on Growth and Development Patterns in Peel (Planning Policy)

1975

- Physical Survey: Towards a Regional Official Plan (Planning Policy)
- Environmental Assessment: Towards a Regional Official Plan (Planning Policy)
- Regional Recreational Resources: Issues and Concerns (Planning Policy)
- City of Brampton Transit Study (Transportation)
- Trucking Study Phase I for the Regional Municipality of Peel (Transportation)
- Legislation and Responsibility of the Four Levels of Government in Housing: Background Paper for Regional Housing Study (Housing Task Force)
- Senior Citizen Housing in Pee. (Housing Task Force)
- Region of Peel Housing Inventory (Housing Task Force)
- New Federal Housing Proposals: Summary and Analysis (Housing Task Force)

1976

- Planning Peel: Towards a Regional Official Plan (brochure) (Planning Policy)
- Mineral Resources and the Extractive Industry of Southern Peel (Planning Policy)
- Regional Official Plan: Issues and Concerns Volume I (Planning Policy) Hamlets and Villages, Environmental Areas, Historic Sites, Recreational Resources
- Past and Future Population Growth in Peel: Background Paper to the Regional Official Plan (Planning Policy)
- Ground Water Characteristics of Caledon - Brampton (Planning Policy)
- Social Policy: Issues and Concerns (Planning Policy)
- Housing Indicators - 1976 (Planning Policy)
- Report on City of Brampton Transportation Survey (Transportation)
- Report on City of Mississauga Transportation Survey (Transportation)
- Housing for the Handicapped (Housing Task Force)
- Ontario Housing Action Programme: Description and Evaluation (Housing Task Force)
- The Price of New Housing in Peel (Housing Task Force)
- 1975 Housing Production Statistics in the Region of Peel (Housing Task Force)
- Emergency Housing (Housing Task Force)
- Region of Peel Preliminary Report on Housing Policy (Housing Task Force)

1977

- Settlement History of Peel (Planning Policy)
- Regional Identity: Roles and Functions of Major Urban Centres (Planning Policy)
- Citizen Involvement as a Background to Regional Identity (Planning Policy)
- Forecast Growth 1976 - 1981 (Planning Policy)

- Brampton Concept Study (Transportation)
- Non-Profit Housing: An Alternative For Low and Moderate Income Families in Peel (Social Planning Council of Peel)
- Technical Report on Industrial Employment in the City of Mississauga 1976 (Planning Policy)
- Technical Report on Industrial Employment in the City of Brampton 1976 (Planning Policy)
- Rural Peel: Its Growth and Development "Agricultural" (Planning Policy)
- "Notes" on Mineral Aggregate Resource Management within a Regional Plan Structure (Planning Policy)
- "Notes" on Social Planning in Official Plans (Planning Policy)
- Solid Waste Management: Regional Position Paper (Planning Policy)
- Assessment of Pits and Quarries in Peel Region 1977 (Planning Policy)
- 1977 Interim Housing Policy Statement and Final Report of the Housing Task Force (Housing Task Force)
- 1977 Housing Policy Statement (Housing Task Force)

1978

- Creating a Regional Identity (brochure) (Planning Policy)
- Social Development Strategy for Peel: Preliminary Report on Goals and Objectives (Social Services/Planning)
- A Strategy for Agriculture: Preliminary Report on Goals and Objectives (Planning Policy)
- Housing - Report on Goals and Objectives (Planning Policy)
- Hamlet and Villages - Preliminary Report on Goals and Objectives (Planning Policy)
- Technical Report on Industrial Employment in the Town of Caledon (Planning Policy)
- Technical Report on Service Employment in the City of Mississauga (Planning Policy)
- Highway 410 in the City of Brampton (Transportation)
- Region of Peel Transportation Planning Study: Report 1 Model Development (Transportation)
- City of Brampton Transportation Study (Transportation)
- Town of Caledon: Bolton Transit Study 1978 (Transportation)

1979

- Inventory of Human Services in Peel 1979 - Volumes 1 and 2 (Planning/Social Services)
- The Palgrave Estate Residential Study (Planning Policy)
- Traffic Noise Abatement Policies and Practices Relating to Residential Development (Development Control/Mississauga and Brampton Planning Departments)
- Region of Peel Trucking Study Final Phase: Report 1 Truck Roadside Interview Survey (Transportation)
- Screenline Traffic Counting Programme - 1979 (Transportation)

1980

- Report on Employment in the City of Mississauga - 1978 (Planning Policy)
- Report on the 1977 Survey of Employers in the City of Brampton (Planning Policy)
- Regional Report on Mississauga Residential Development Priorities (Planning Policy)
- Survey Report on Travel Habits of Retail and Office Employees at Regional Centres (Transportation)
- Handicapped Adult Transportation Needs Study (Transportation)

1981

- A Study of the Need for Non-Profit Housing in the City of Brampton and the City of Mississauga in Peel Region (Planning Policy)
- Regional Policy for Release of Lands for Residential Development: The Urban Residential Development Programme (Planning Policy)
- Housing Indicators - 1980 Year End Review (Planning Policy)
- Year End Review of Industrial and Commercial Development Activity in the Region of Peel (Planning Policy)
- Report on the Employment in the City of Mississauga - 1979 (Planning Policy)
- The Employee Transportation Survey in Peel: Report on Phase One Survey Design and Conduct (Transportation)
- How to Increase the Use of Transit - Seminar Proceedings and Staff Report (Transportation)
- Truck Route Network Study 1981 (Transportation)
- Screenline/Cordon Court Program - 1981 (Transportation)

1982

- Housing Indicators: 1981 Year End Review (Planning Policy)
- Year End Review of Industrial and Commercial Development Activity in the Region of Peel - 1981 (Planning Policy)
- Rental Housing Programs and their Impact in Peel Region 1982 (Socio-Economic Analysis)
- The Town of Caledon Study of Non-Profit Housing Requirements 1982 (Planning Policy)
- Region of Peel Survey of Rental Accommodations 1982 (Socio-Economic Analysis)
- Assessment of Abandoned Mineral Resource Extraction Sites for Rehabilitation in Peel Region (Planning Policy)
- Bovaird/Kennedy Traffic Impact Study (Transportation)

1983

- Planning Information Brochure - First Edition 1983 (Socio-Economic Analysis)
- The Employee Transportation Survey in Peel - May 1983 (Transportation)
- Screenline/Cordon Court Program 1983 (Transportation)

1984

- Planning for the Past: A Preliminary Report on the Region's Role in Peel's Heritage (Clerks)
- Existing Industrial Mineral Resource Extraction and Processing in Peel Region (Planning Policy)
- Housing Directions for the Region of Peel (Housing)

1985

- Planning Information Brochure - Second Edition 1985 (Socio-Economic Analysis)
- A Review of Rents and Rent Increases in Peel Region 1984 (Housing)
- Dissolution of the Regional Housing Task Force (Housing)
- Impacts on Ontario Rental Construction Loan/Canada Rental Supply Plan Programs in Peel Region (Housing)
- Policy Statement and Strategy for Affordable Rental Housing in the Region of Peel (Housing)
- Recommendations for a New Ontario Social Housing Program (Housing)
- Administration of Social Housing in Peel Region (Housing)
- The Urgent Need for the Eglington West Rapid Transit Line (Transportation)
- The Region of Peel Transportation Model Update - 1980 Development and Validation (Transportation)
- Screenline/Cordon Count Program - 1985 (Transportation)

1986

- Planning Information Brochure - Third Edition 1986 (Socio-Economic Analysis)
- The 1986 Non-Profit Housing Program (Housing)
- Rents in Peel Region and then PNPHC Portfolio - 1985 (Housing)
- Lot Levies and Social Housing (Housing)
- Collection of Reports on Bill 51: The Proposed Residential Rent Regulation Act
- 1986 Report on Structural Materials Production in Peel Region (Planning Policy)
- A Study of Peel and Metro Estimates of Cross-Boundary Flow For the Year 2011 (Transportation)

1987

- Condominium Conversion Issues in the Region of Peel (Housing)
- Regulations Made Under the Residential Rent Regulation Act (Housing)
- Tax Reform and the Housing Industry (Housing)
- Reports on the Housing Market in Peel (Housing)
- Housing Choices in Peel (Planning, Housing, Social Services)

1988

- Screenline/Cordon Count Program - 1987 (Transportation)
- The Industrial Mineral Resource Base in Peel Region (Planning Policy)
- Peel Transportation Problems and the Urgent Need for Highway 407 in Peel (Transportation)

APPENDIX TWO

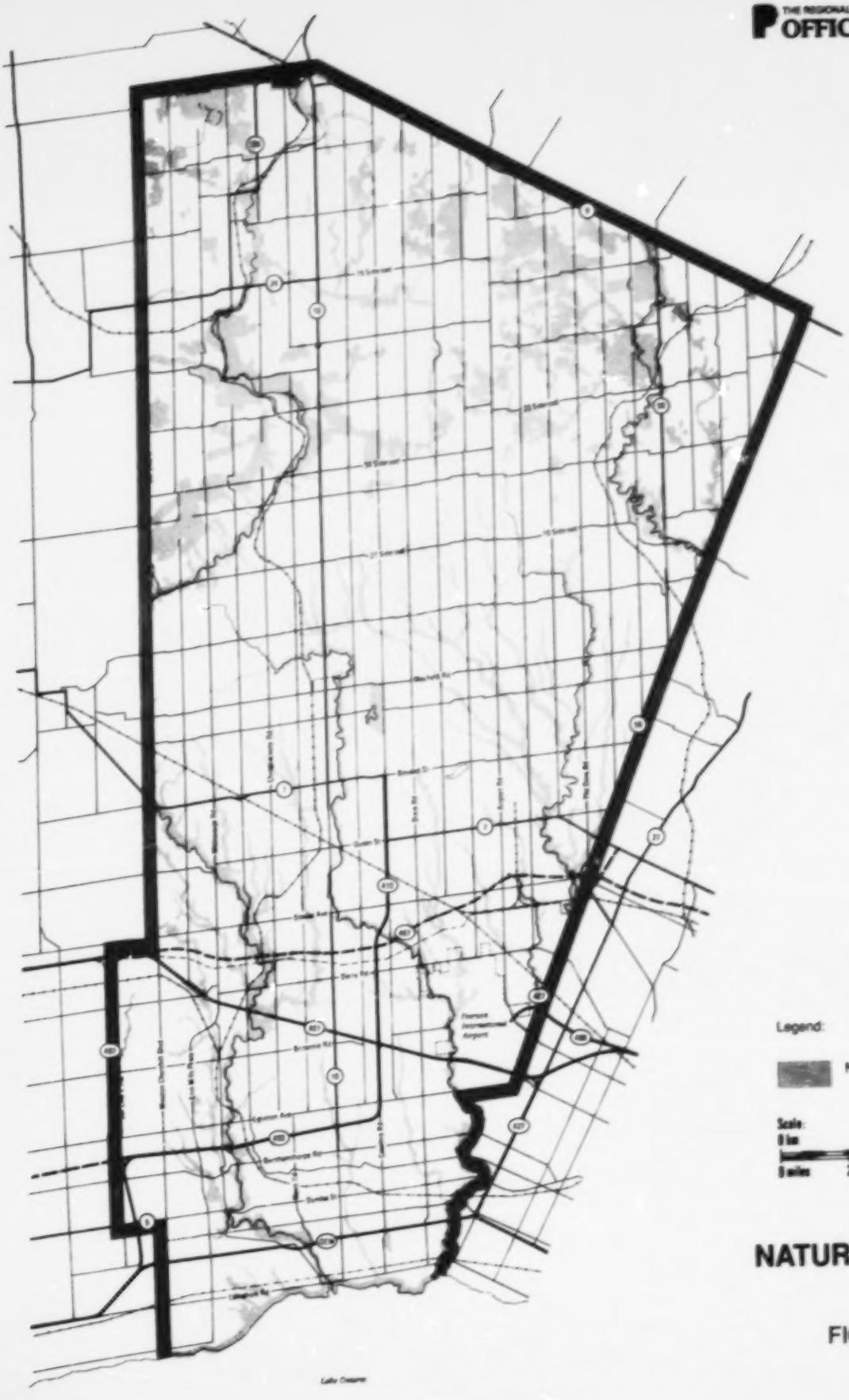
SUBJECT:

Natural Areas

EXPLANATORY NOTES:

There are significant natural areas in Peel Region which provide opportunities for recreation, which have unique characteristics that require protection and/or which pose a hazard when developed. These areas include woodlots, fish and wildlife habitats, lands which provide opportunities for recreation, hazard lands, environmentally significant areas and areas for natural and scientific interest. These areas are generally identified in this appendix.

THE REGIONAL MUNICIPALITY OF PEEL
OFFICIAL PLAN



NATURAL AREAS

FIGURE A2

July 1988

APPENDIX THREE

SUBJECT:

A Social Development Strategy for Peel Region

EXPLANATORY NOTES:

Council adopted, on March 24, 1979, a set of principles, a goal and objectives to serve as the foundation for a Social Development Strategy for Peel Region. A summary of these statements is included as an Appendix to the Regional Official Plan as a means of highlighting the importance of human services to the growth and development of Peel Region. Just as physical services such as roads, sewers and watermains are essential to the development of a healthy and safe community, human and family support services, such as health, education and welfare assistance are essential to the maintenance of that community as a safe and healthy place to live.

The purpose of the Social Development Strategy for Peel Region is to:

- provide a long range view of the kind of social environment that, if provided, will contribute to personal well being and the quality of life in the community;
- establish objectives and policies for Council to use to achieve this quality of life for the residents of Peel;
- provide a framework within which Council can evaluate proposals, determine priorities and judge the wisdom and merits of a particular program;
- enable the community, social agencies and other levels of government to plan their own program in areas over which they have jurisdiction, to concur with Regional objectives and initiatives; and,
- ensure integration of the physical, economic and social development of Peel, by providing the social context for the Region's first Official Plan.

SOCIAL DEVELOPMENT GOAL

- TO MAINTAIN AND DEVELOP ADEQUATE HUMAN SERVICES TO MEET THE VARYING NEEDS OF PEEL RESIDENTS

SOCIAL DEVELOPMENT PRINCIPLES

Underlying the objectives to be achieved through the Social Development Strategy are PRINCIPLES which are valuation statements to describe the fundamental assumptions for the provision of human services. These are:

- Principles to be used in determining the ADEQUACY of human services provision, including:

  - equity
  - inclusion
  - responsiveness
  - participation
  - effectiveness
  - integration
  - accessibility

- Principles to be used in determining the ORGANIZATION of human services provision, including:

  - shared responsibility for service provision
  - right to access information
  - focus on home-based services
  - services based on local needs
  - service provision located at level which can provide most effective service
  - related and inter-related services grouped in common systems
  - integration of social, economic and physical planning
  - cost-effectiveness of human services

SOCIAL DEVELOPMENT OBJECTIVES

- **Recognizing Differing Needs at Different Stages in the Life Cycle.**

To provide resources and services for the overall strengthening of individuals, families and communities in the context of their stage in the "life cycle", by including:

- support for all stages in the individual life cycle: from the unborn child to the aged;

- support for the individual's most immediate environment: the family; and,

- support for the neighbourhood environment as it relates to both the individual and the family.

The major thrusts in working to achieve our objective of supporting the entire life cycle, will be:

The Child . to enhance the provision of quality child care services which focus on the total (Physical, emotional, and intellectual) development of the child.

The Family. to provide back-up consultative resources to those working directly with individuals and families in Peel, particularly for community-based groups, or others which do not have such resources within their organization.

The Community. to encourage and support community family life programs, with emphasis on, the educational, as well as, the treatment model.

Youth . to work with others in developing "preventive" programs for youth which include such things as relatively unstructured recreational programming, tutoring programs, self-help groups, and life skills training in areas such as family life, consumer education, preventive health, career planning and civil rights and civic responsibilities.

Outreach . to continue to support, develop and provide community outreach programs such as meals-on-wheels, visiting nurses, recreation or other social programs which ensure or contribute to the well-being of persons while in their own home setting.

. **Recognizing that a coordinated process will lead to effective human services provision.**

To encourage and participate in the development of a cooperative approach to the planning and delivery of Human Services within Peel Region, focusing on:

- the development of function integration of related services in an effort to provide a responsive and efficient human services network in Peel; and,

- the transfer of human service functions to the Regional level in areas where the provision of such services could be more effectively and efficiently planned and delivered from the Regional level.

The major thrusts in working to achieve our objective of coordination in human services provision, will be:

Voluntary Sector

. to promote and encourage the voluntary sector in Peel to respond to individual and community needs;

. to provide support, through the Regional grants process, to social and cultural groups and agencies in the Community according to priorities established by Council and within the financial capabilities of the Region; and

. to strengthen individual and community involvement by supporting the voluntary sector in their efforts to recruit and train volunteers to work in Human Services programmes.

Area Municipalities

. to encourage and assist the Area Municipalities within Peel to prepare community service objectives and policies which reflect the intent of the municipalities with respect to the planning for Human Services at the local level; and,

. to ensure that the Area Municipalities within Peel are cognizant of the Human Services objectives and policies of the Region and to provide assistance to the Area Municipalities in the identification of local social issues within the context of their Secondary Plan preparation.

Public Participation

. to actively encourage the participation of individuals and groups in the decision-making processes within Peel; and,

. to encourage all agencies in Peel, to involve recipients and users of services in the identification of needs, planning services and monitoring of worth of programmes.

Key components, in working to achieve these objectives will be:

. Research;
. Planning;
. Program Development; and,
. Evaluation.

The major policy and program concerns to be focused on, in working to achieve these objectives, will be:

- SHELTER: stressing adequacy, affordability and the needs of special groups.
- INCOME SECURITY: stressing the individual's rights and responsibilities.
- ACCESS TO INFORMATION: stressing the need for coordinated and community based information services.
- EDUCATIONAL OPPORTUNITIES: stressing life-long learning, integrated planning and the needs of special groups.
- HEALTH CARE: stressing prevention, adequacy of physical and psychological services and integrated planning.
- SAFETY AND PROTECTION: stressing community education and involvement.
- RECREATION AND CULTURE: stressing individual and family access and community participation.
- COMMUNITY DESIGN: stressing adequacy of services, multi-use facilities and accessibility.
- SOCIAL RESEARCH: stressing the development of indicators and the integration of social research into physical and economic planning initiatives.

APPENDIX FOUR

SUBJECT:

A Health Strategy for Peel Region

EXPLANATORY NOTES:

Further to the Social Development Strategy (Appendix Three), Council has adopted a Health Strategy for Peel Region. The Health Strategy is comprised of the report entitled "An Ounce of Prevention...", dated September 1982, and its recommendations which were adopted by Council on September 30, 1982. The Statement of Philosophy, Goals and Objectives for the Health Department which also forms part of the Strategy, were adopted by Council on October 11, 1984.

The purpose of the Health Strategy is to provide a basis for the coordination of programs and for sound decision making on the allocation of resources.

HEALTH CARE PRINCIPLES

The identification and acceptance of certain principles was the first step in developing a health strategy for Peel Region. The principles are to:

- suggest direction to Council and staff;
- form a basis for evaluating performance;
- explain the health function of the Region to the community;
- establish an element of the health system in Peel Region which is responsive to continuing change; and to,
- assist in developing a structure which ensures that the proper role of public health is defined by policy and not by expediency.

The following principles are the basis of the health strategy:

- the prevention of disease and accident and the promotion of wellness;
- rational planning for the development of health services and the financing of health programs and facilities;
- the collection and analysis of good information to support the planning process;
- the Region's interest in health is constrained by the availability of resources in the community;
- there are many agencies and organizations in the health system; the Region's role is clearly recognized but limited;
- individual, family and community independence and responsibility are of prime importance in maintaining a state of health;
- effectiveness of the health system is enhanced by cooperation among the private, public and voluntary sectors;
- a cost effective approach to supporting health is a prime Regional interest;
- the Region must demand accountability from the organization it establishes for providing services or funding; and
- the Region's participation in health, in addition to being cost effective, must ensure compliance with the other Regional administrative goals.

HEALTH STATEMENT OF PHILOSOPHY, GOALS AND OBJECTIVES

(Adopted by the Regional Municipality of Peel
October 11, 1984)

PREAMBLE

This statement of philosophy, goals and objectives serves the following functions:

1. It defines the Health Department.

2. It provides purpose and direction for the staff of the Health Department.

3. It explains the role and function of the Health Department to the community.

4. It forms the basis for evaluating the performance of the Health Department.

In this statement, the following terms are used as defined below:

GOAL	-	The future state of affairs that the organization strives to achieve.
OBJECTIVES	-	Conditions which must be met if the goal is to be achieved.
ROLES	-	The responsibility the organization takes for actions to achieve its objectives.

Source of Definitions

Ontario Public Health. Some Current Issues 1977. Ministry of Health, Queen's Park (p.6).

PHILOSOPHY

The recognition in the mid-nineteenth century of the primacy of socio-economic and environmental factors in determining health, and the determination of active social reformers to improve the health of their fellow man created the Public Health movement. In line with the recognition of the major influence that life-style and environment continue to have upon health, the Peel Regional Health Department recognizes:

- that health is a state of complete physical, mental, social and ecological well-being, but that complete well-being for all may be beyond our grasp, energy and resource limitations of this planet;

- that optimum health is the maximum level of health attainable given the existing physical, psychological, social, cultural, economic and ecologic constraints;

- that self-reliance and the assumption of responsibility by individuals and the community are of prime importance in the development of individual and collective health;

- that a society's worth must be judged by the manner in which it protects and cares for its members, and the value that it places upon their health and well-being.

The Health Department accepts that its role, consistent with its resources, is to act as:

- the champion and defender of public health;
- the public advocate in issues affecting health;
- a developer of community awareness of health issues;
- a promoter of self-reliance and community responsibility;
- a provider of health care in the community;
- a bridge between the community and the health care system; and,
- an advocate of more rational and effective distribution of health care funds.

GENERAL GOAL

To achieve the maximum level of health for the maximum number of people in Peel Region, consistent with biophysical, socio-cultural, political and economic constraints.

SPECIFIC GOALS

Long-Term

A community that is knowledgeable and concerned with important issues pertaining to health.

An interaction among health care providers and between providers and consumers in the process of shaping a total health care system which is appropriate and acceptable to the community.

A community that actively participates in the planning, functioning and evaluating its health care system.

A community that by its encouragement and support of the family unit, the neighbourhood and the community will provide a supportive environment within which the individual can achieve his maximum potential and can die with dignity.

The substitution of care in the community for institutional care whenever appropriate and beneficial.

Elimination of preventable communicable diseases.

Full immunization of all age groups.

No unwanted pregnancies.

Elimination of preventable congenital or developmental abnormalities.

Early detection and effective treatment of all congenital or developmental problems in infancy and childhood.

A safe, pleasurable, enriching and family centred prenatal, birthing and post-natal experience.

Effective parenting skills in all parents.

Elimination of preventable dental disease.

Safe hygienic food and drink.

Optimum nutritional status in the community.

An environment free of excessive or untoward physical, chemical or biological hazard.

A safe and healthy work environment for all.

Recreational facilities free of hazards to health and safety.

A high standard of general sanitation.

A life-style productive of good health.

A psycho-social environment that promotes mental health.

Short-term

A Health Department that assumes a leading role in developing innovative activities, functions and roles compatible with modern, progressive concepts of Community Health.

A heightened awareness in all sectors of the community of the importance of Community Health and the role of the Health Department.

An increase in the proportion of the Provincial health budget devoted to preventive care and Community Health.

An increased delivery of Community Health Services in Peel Region subject to availability of funds.

A Health Department that is effective, efficient, flexible and responsive to the public need, as defined by both health consumers and providers.

The opportunity, ability and capacity to provide meaningful input to community decisions that affect health.

OBJECTIVES

Objectives which are attainable and measurable will be developed annually by the Health Department for the overall Goals stated above, and the success of the Department in achieving these objectives will be assessed at the end of the year.

APPENDIX FIVE

SUBJECT:

A Strategy for Affordable Rental Housing

EXPLANATORY NOTES:

The purpose of the Strategy for Affordable Rental Housing is to provide a policy framework which Council can use in the provision of affordable rental housing in Peel Region. The preparation of a formal Municipal Housing Statement and its adoption by Council will ensure relevent portions of this Strategy are kept current.

The Strategy is based on a number of reports prepared by the Housing Department, which have been adopted by Council. The first of these reports, titled "Housing Directions for the Region of Peel", was adopted in December 1984 following the Department's formation earlier that year. Since then the Department has produced reports on a variety of housing issues including policies for low and moderate income households and special needs groups, policies related to the private sector housing market and policies regarding the administration of social housing.

GENERAL

a) Council supports consultation among all levels of government to assist governments in fulfilling their responsibilities for housing.

b) Council supports the availability of a variety of housing programs to meet the variety of needs that exist in different communities, and these programs should be flexible to allow for local initiatives within program objectives.

RENT REVIEW

a) Council supports the removal of rent review to create a climate to encourage developers and builders to build new rental housing, and encourage private landlords to maintain the current rental stock.

b) The removal of rent review should only begin with the implementation of other alternatives to provide affordable rental housing.

PRIVATE SECTOR PROGRAMS

Council does not support housing programs which provide direct subsidies or tax incentives to stimulate private rental construction unless these are strictly targetted to produce accommodation for low and moderate income households.

SOCIAL HOUSING SUPPLY

a) Council supports the continuation of mixed-income social housing supply programs (such as Section 56.1 of the National Housing Act) as the primary way to meet the need for affordable rental housing.

b) Through the Peel Non-Profit Housing Corporation, the Region is committed to provide housing under supply programs to those not able to obtain affordable or appropriate rental accommodation on the private market, according to the availability of funds from the senior levels of government.

RENT SUPPLEMENT INITIATIVES

Council supports rent supplement as an option for addressing short-term needs, and is willing to coordinate the administration of rent supplement assistance at the Regional level.

REHABILITATION, CONSERVATION AND CONVERSION ASSISTANCE

a) Council supports rehabilitation/conservation programs to improve substandard housing as part of the broader social housing objective to assist those most in need. These programs should be geared to home owners as well as rental landlords.

b) Council supports housing programs designed to increase the affordable rental housing stock through conversion of properties to residential use, and making better use of existing structures.

INCOME MAINTENANCE/SHELTER SUBSIDIES

Council supports income maintenance, specific shelter subsidies and other forms of social support under the umbrella of the Canada Assistance Plan, and administered by the Region of Peel through its Department of Social Services.

LIMITED DIVIDED HOUSING

Council encourages the senior levels of government to provide funds for the purchase of Limited Dividend buildings when they come up for sale so as to maintain the current supply of affordable housing on the market.

SPECIAL NEEDS HOUSING

a) Council supports the provision of special needs housing in Peel Region.

b) Council will liaise with local community and mental health agencies in implementing the policy to house special needs groups.

c) Council encourages Peel Non-Profit Housing Corporation to continue to locate seniors' apartment buildings close to present centres of care, such as Homes for the Aged, and to seriously review all options which might result in more PNPHC rent-geared-to-income seniors' units.

FUNDING

a) Council supports three to five year funding commitments from the senior levels of government for social housing, thereby providing more certainty in planning and developing projects at the local level.

b) Council supports lot levies for social housing.

ADMINISTRATION

a) It is the position of Council that all sectors delivering social housing should be subject to the same program guidelines.

b) Council is prepared to assume a leadership role in the overall delivery, administration and coordination of social housing in Peel Region.

c) Council is prepared to assume responsibility for administering the common housing priority list, and all deep subsidy tenants in Peel Region should be selected from this list.

SPECIFIC SOCIAL HOUSING GOALS

a) Council will strive to serve all types of households in need within the low to moderate income range.

b) Council urges the Peel Non-Profit Housing Corporation to maintain design, marketing, and administration policies and procedures which encourage a continuum of incomes within the low and moderate income ranges.

c) Council urges the Peel Non-Profit Housing Corporation to continue to offer accommodation to individuals requiring support to live as independently as possible, such support delivered by agencies other than PNPHC.

d) Through the Department of Housing, Council will continue to supply development assistance to non-profit groups, on a charge-back basis, to facilitate the creation of affordable housing.

e) Through the Department of Housing, Council supports cooperation with local municipal councils and planning departments to investigate potential sites for assisted housing development.

APPENDIX SIX

SUBJECT:

Past Trends and a Scenario for Long-Term Growth

EXPLANATORY NOTES:

The following table provides current estimates of economic growth and distribution in Peel Region. Table A-6 summarizes the key economic growth indicators that will be monitored over time to assess the efficacy of the policies set out in this Plan and the respective area municipal plans. The basic indicator is Population. For the years 1971, 1976, 1981 and 1986 the population counts are those reported by Statistics Canada from the Census of Canada. The population of Peel Region, when the Long-Term Plan has been achieved, will be 1.129 million, which is the amalgam of the planned populations set out in the area municipal plans. This long-term planned population is not expected to be achieved until well after the year 2001. The forecasts of population for 1991 and 2001 are based on the annual increment of 20 500 (as set out in this Plan) working from the 1986 census population base of 592 169. In order to develop estimates for the distribution of population the assumption has been made that 12 000 or 58.5 percent of the total annual increment in population would be located in Mississauga, 7 800 or 38.1 percent would be located in Brampton and 700 or 3.4 percent would be located in Caledon on an annual basis.

The statistics and estimates contained in this Appendix are provided as basic indicators against which to measure the success of the policies of this Plan. As such, they are subject to changes as new information becomes available. They do not constitute part of the Official Plan for the Region of Peel and thus may be revised without amendment to this Plan.

TABLE A6 PAST TRENDS AND A SCENARIO FOR LONG-TERM GROWTH

	Peel Region	City of Mississauga	City of Brampton	Town of Caledon
1971 Population	259 874	172 060	70 820	16 994
Households	69 975	46 885	18 505	4 585
Labour Force	108 000	72 000	31 000	5 000
Employment	105 000	70 000	32 000	3 000
Activity Rate (%)	40.40	40.68	45.18	17.65
1976 Population	375 910	250 035	103 441	22 434
Households	109 600	74 155	39 045	6 400
Labour Force	182 875	122 285	50 050	10 540
Employment	168 000	119 000	45 000	4 000
Activity Rate (%)	44.69	47.59	43.50	17.83
1981 Population	490 731	315 056	149 030	26 645
Households	150 800	98 960	43 955	7 885
Labour Force	271 775	175 720	82 095	13 960
Employment	229 895	164 935	58 555	6 405
Activity Rate (%)	46.85	52.35	39.29	24.04
1986 Population	592 169	374 005	188 498	29 666
Households	186 640	120 624	57 009	9 007
Labour Force	327 795	208 695	103 675	15 425
Employment	288 515	205 700	75 400	7 415
Activity Rate (%)	48.72	55.00	40.00	24.99
1991 Population	705 400	442 000	229 700	33 700
Households	222 425	142 580	69 605	10 240
Labour Force	391 035	247 0975	126 335	17 625
Employment	346 440	243 100	94 175	9 165
Activity Rate (%)	49.11	55.00	41.00	27.20
2001 Population	910 400	562 000	307 700	40 700
Households	293 100	187 335	93 240	12 525
Labour Force	505 120	314 720	169 235	21 165
Employment	459 695	314 720	132 310	12 665
Activity Rate (%)	50.49	56.00	43.00	31.12

TABLE A6 CONT'D.

	Peel Region	City of Mississauga	City of Brampton	Town of Caledon
2006 Population	1 010 200	622 000	344 000	44 200
Households	327 645	207 335	106 500	13 810
Labour Force	560 505	348 320	189 200	22 985
Employment	514 095	348 320	151 360	14 415
Activity Rate (%)	50.89	56.00	44.00	32.61
Long-term Plan Population	1 129 000	725 000	344 000	60 000
Households	366 265	241 665	105 850	18 750
Labour Force	626 400	406 000	189 200	31 200
Employment	626 400	406 000	189 200	31 200
Activity Rate (%)	55.48	56.00	55.00	52.00

APPENDIX SEVEN

SUBJECT:

Noise Exposure Guidelines

EXPLANATORY NOTES:

The following noise exposure guidelines have been extracted from the Ontario Government publications entitled Land Use Policy Near Airports and Guidelines for Noise Control in Land Use Planning.

TABLE A7.1 LAND USE COMPATIBILITY TABLE

Land Uses (1)	Noise Exposure Forecast Values				
	0	28	30	35	40
Group I residential, passive use park, school, library, church, theatre, auditorium, hospital, nursing home, camping or picnic area	In this range, noise is not usually a problem	Discretionary Range All buildings must conform to Acoustic Design Criteria (2) (3).	Some annoyance will occur in this range but residential development will be acceptable if approved by the municipality (2)	No new Group I uses may be established in this range, except those for which the outdoor environment is irrelevant and which meet the Acoustic Design Criteria (3).	
Group II hotel, motel, retail or service commercial, office, athletic field, playground, stadium, outdoor swimming pool	In this range, noise is not usually a problem.		Discretionary Range The characteristics of each proposed use must be studied and appropriate noise insulation must be incorporated into building design (3).		Group II uses may not be established beyond the 40 NEF contour unless they are adequately insulated indoor uses (3).
Group III industrial, warehousing, arena, general agriculture, animal breeding (4).	In this range, noise is not usually a serious problem.			Discretionary Range Most Group III uses are permissible in this range, provided ancillary uses are adequately insulated (3).	

Notes:

(1) Uses not specifically mentioned should be compared to the uses listed, classified in the most appropriate Group and regulated accordingly.

(2) For residential uses, refer to "New Housing and Airport Noise", N.H.A. 5185-1-78 and any amendments thereto. Acoustic design must include adequate ventilation. The developer of a residential project must undertake to inform prospective tenants or purchasers of the possible noise problem.

(3) For non-residential uses, refer to the Acoustic Design Criteria as contained in Section E of "New Housing and Airport Noise" (1978 edition) and Tables 1 and 2 of "Land Use Policy Near Airports".

(4) Research has shown that most animals become conditioned to high noise levels. However, fur farms, and any use likely to create a bird hazard, such as a feed lot or stockyard, should not be located closer to an airport than as recommended by Transport Canada in "Land Use in the Vicinity of the Airports", document S-77-4.

Source: Land Use Policy Near Airports - based on the Noise Exposure Projection (NEP) System, Ontario Ministry of Municipal Affairs and Housing.

TABLE A7.2 HIGHWAY SOUND LEVEL LIMITS FOR OUTDOOR RECREATIONAL AREAS.

The following are recommended sound level limits for outdoor recreational areas to be used for planning land use:

Period of Day	dBA Limits	
	L_{eq}	L_{50}
07:00 to 23:00 hours	55	52
23:00 to 07:00 hours	50	47

L_{eq} - "equivalent sound level" - the value of the constant sound level which would result in exposure to the same A-weighted energy as would the specified time-varying sound, if the constant sound level persisted over an equal time interval.

L_{50} - "fifty percentile sound level" - is the sound level exceeded fifty per cent of a specified time period.

dBA - sound pressure level measured in decibels using the A scale, which is intended to approximate the relative sensitivity of the normal human ear to different frequencies of sound.

Source: Publication NPC-131
Guidelines for Noise Control in Land Use Planning, Ontario Ministry of Environment.

TABLE A7.3 HIGHWAY NOISE INDOOR SOUND LEVEL LIMITS

The following are the indoor sound level limits for planning land use:

Type of Space	Equivalent Sound Level Limit (L_{eq}) dBA
Bedrooms, sleeping quarters, hospitals, etc. (Time period: 23:00 - 07:00 hours)	40
Living rooms, hotels, motels, etc. (Time period: 07:00 - 23:00 hours)	45
Individual or semi-private offices, small conference rooms, reading rooms, classrooms, etc. (Time period: 07:00 - 23:00 hours)	45
General offices, reception areas, retail shops, and stores, etc. (Time period: 07:00 - 23:00 hours)	50

Source: Publication NPC-131; Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment.

APPENDIX EIGHT

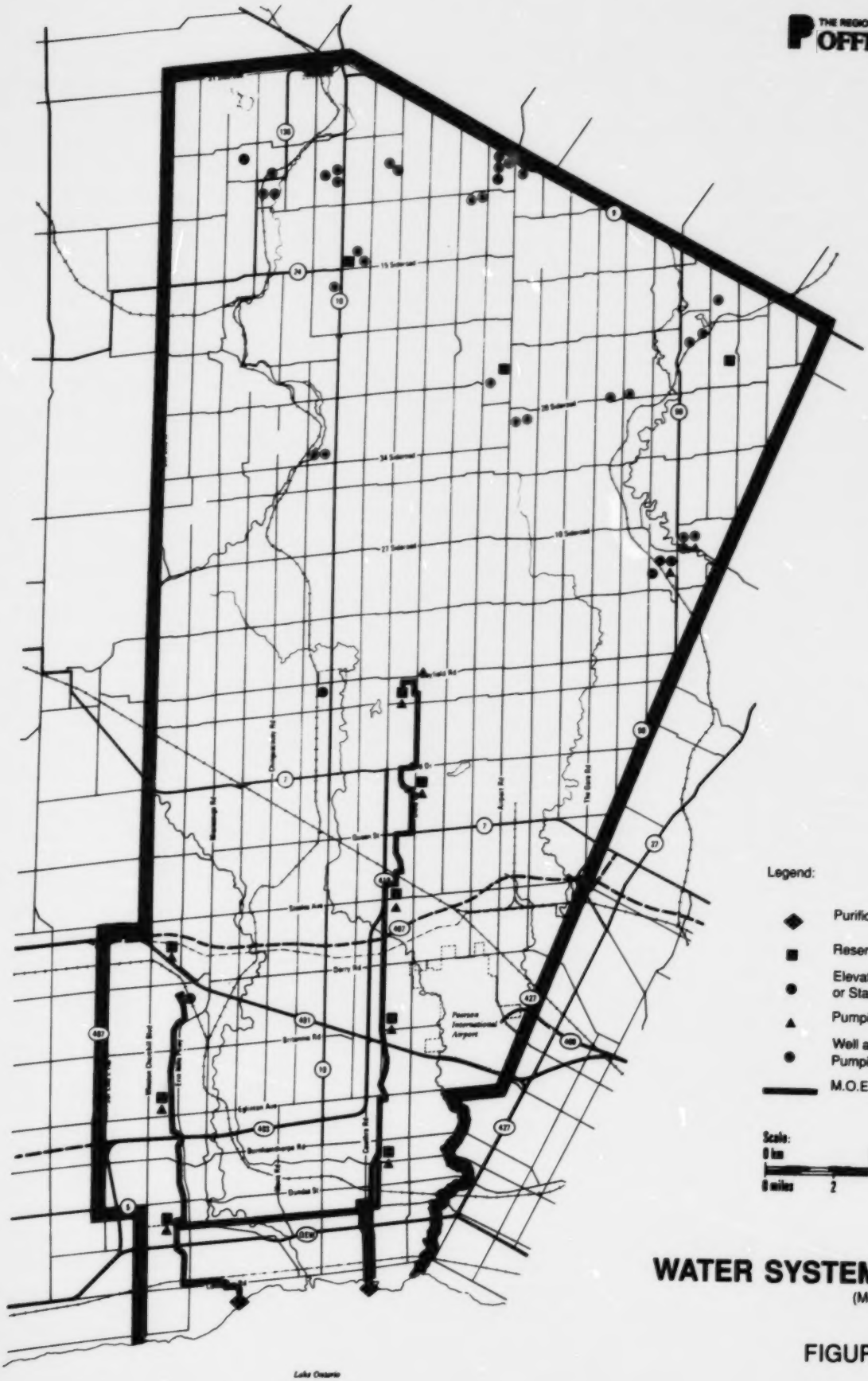
SUBJECT:

Water and Sanitary Sewer Systems - 1988

EXPLANATORY NOTES:

These appendix figures show all major components of the Water and Sanitary Sewer Systems in Peel Region as of 1988.

THE REGIONAL MUNICIPALITY OF PEEL
OFFICIAL PLAN



WATER SYSTEM - 1988

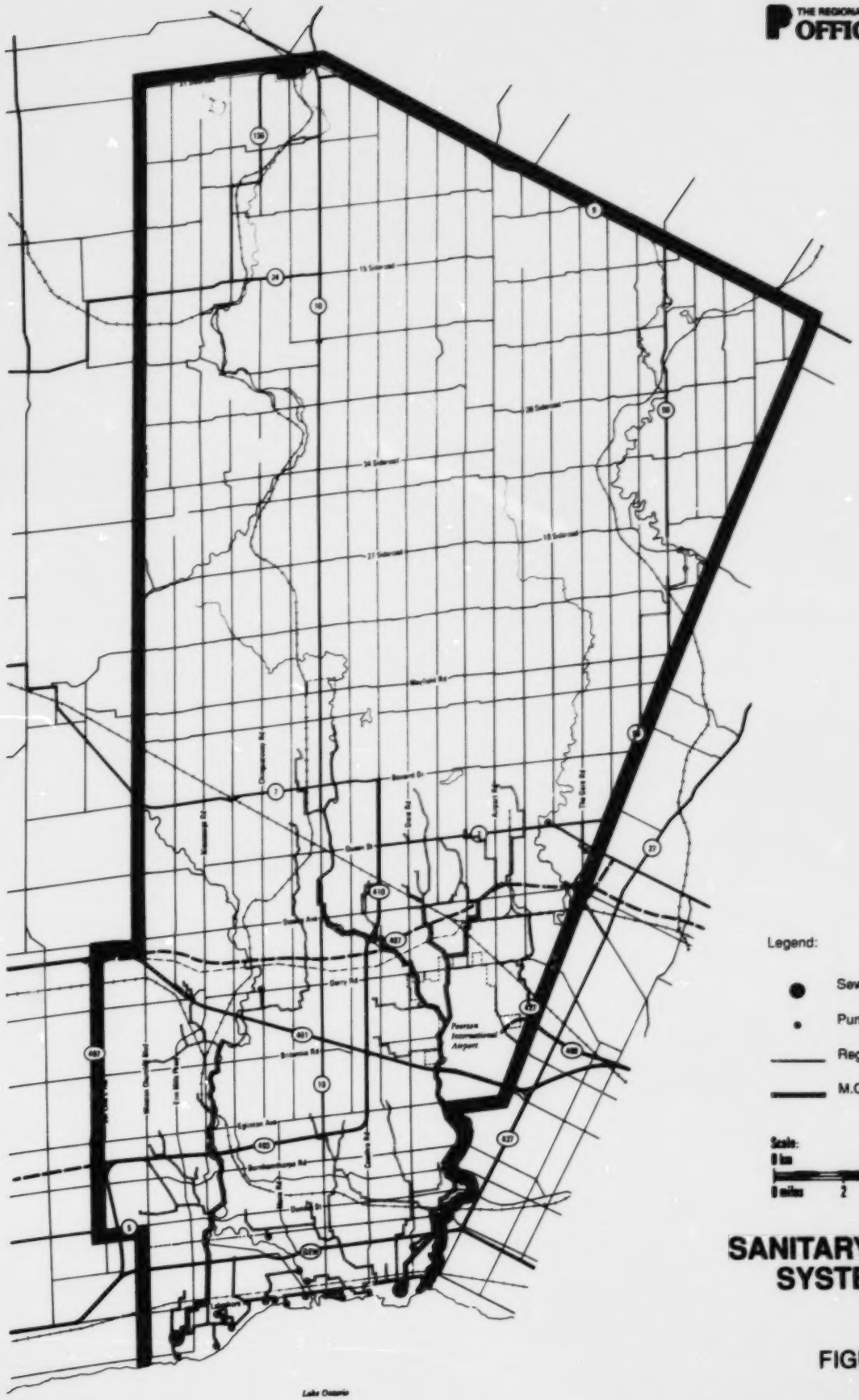
(Major Components)

FIGURE A8a

July 1988

THE REGIONAL MUNICIPALITY OF PEEL

OFFICIAL PLAN



SANITARY SEWER SYSTEM - 1988

(Major Components)

FIGURE A8b

July 1988

APPENDIX NINE

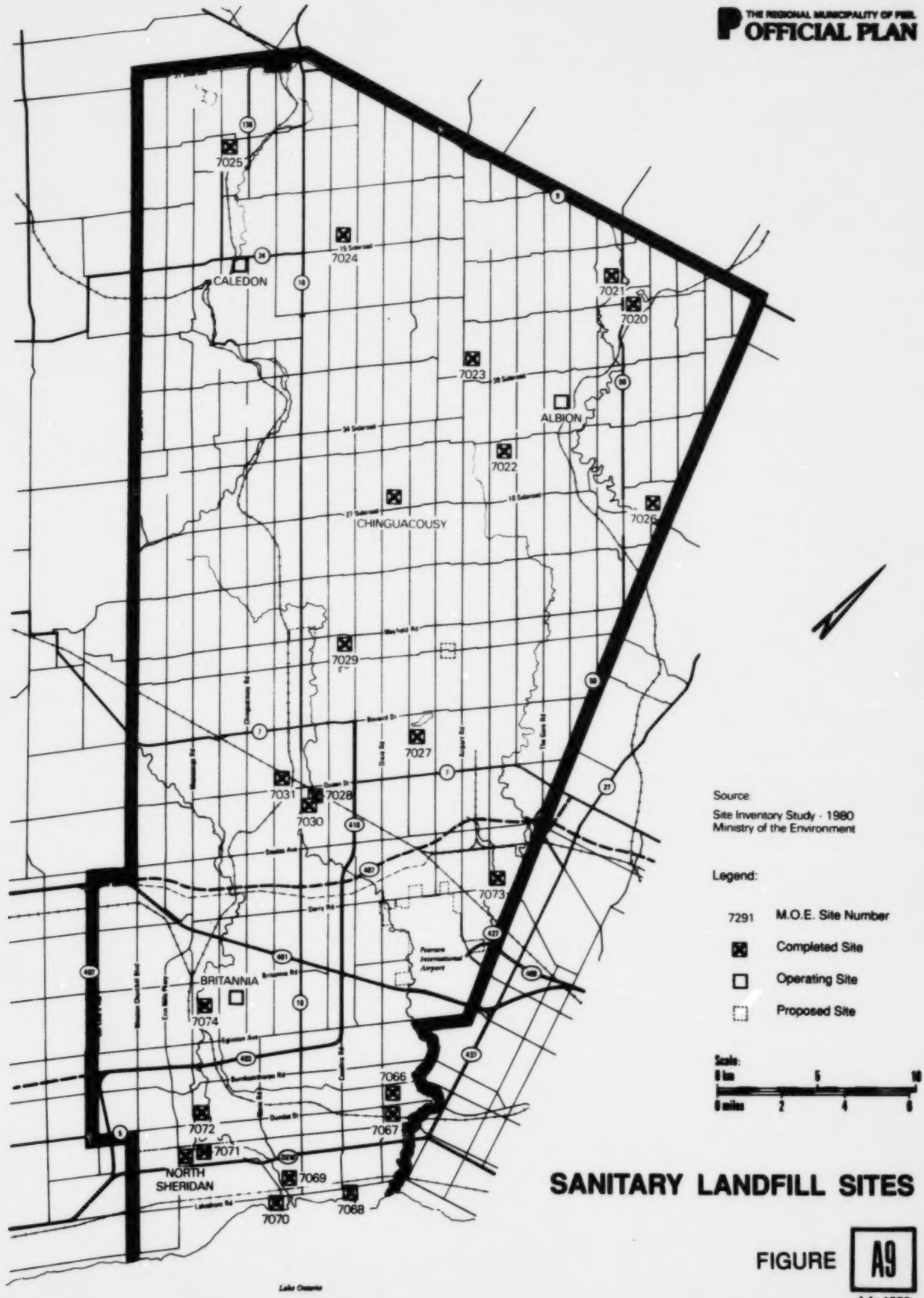
SUBJECT:

Sanitary Landfill Sites

EXPLANATORY NOTES:

This appendix figure shows the three sanitary landfill sites presently operated by the Region of Peel. The figure also identifies some sites which are now closed but require special consideration in the planning of future land uses.

THE REGIONAL MUNICIPALITY OF PEEL
OFFICIAL PLAN

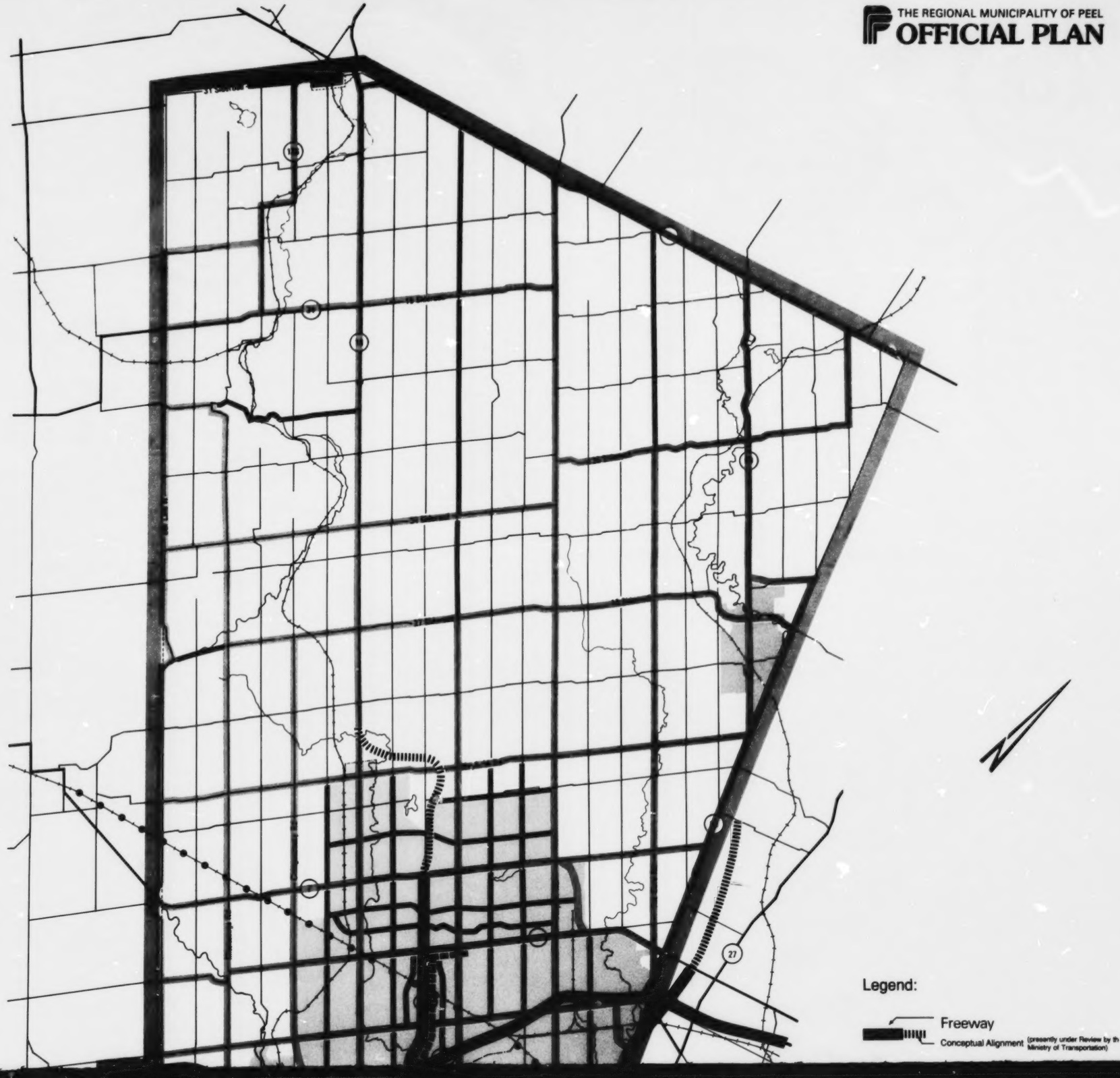


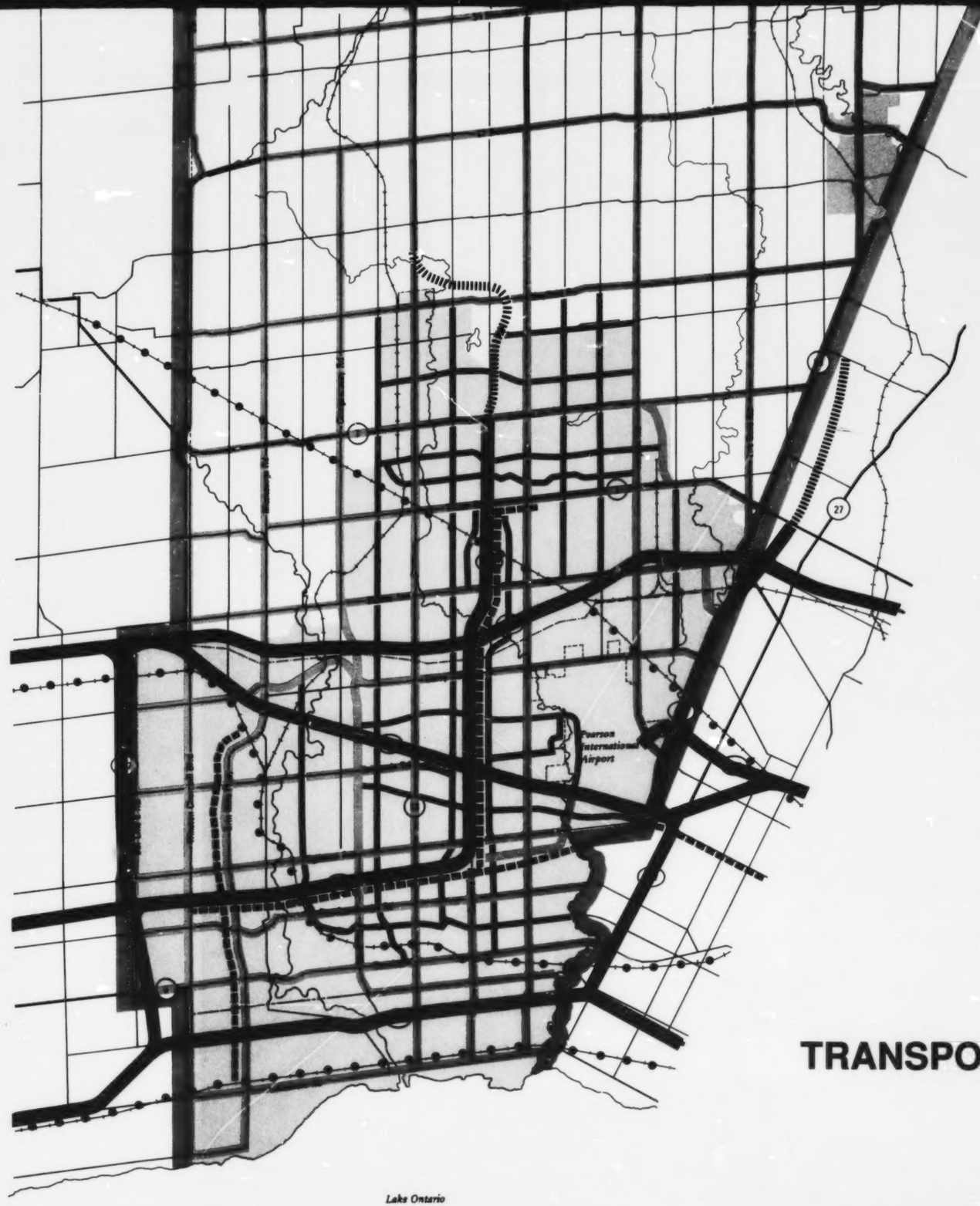
SANITARY LANDFILL SITES

FIGURE A9

July 1988

THE REGIONAL MUNICIPALITY OF PEEL
OFFICIAL PLAN





Legend:

- Freeway
- Conceptual Alignment (presently under Review by th Ministry of Transportation)
- Major Arterial
- Minor Arterial
- Intermediate Capacity Transit
- Commuter Rail
- Long-term Urban Peel

Scale:

0 km 5 10

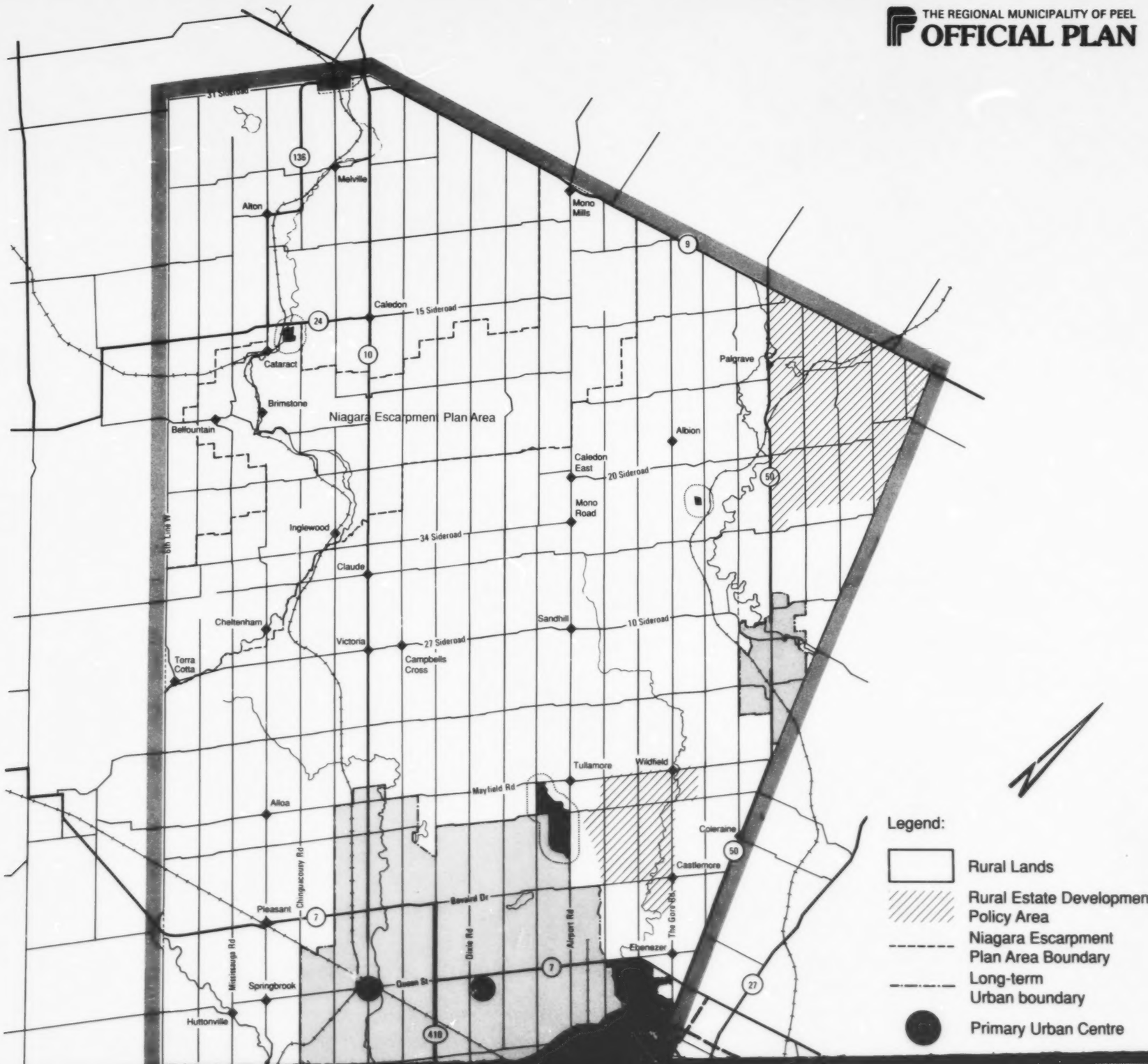
0 miles 2 4 6

LONG-TERM TRANSPORTATION PLAN

SCHEDULE **2**

July 1988

THE REGIONAL MUNICIPALITY OF PEEL
OFFICIAL PLAN



Legend:

- Rural Lands
- Rural Estate Development Policy Area
- Niagara Escarpment Plan Area Boundary
- Long-term Urban boundary
- Primary Urban Centre
- Secondary Urban Centre
- Urban Lands
- Parkway Belt West Planning Area
- Pearson International Airport
- Sanitary Landfill Site
- Area of Influence
- Designated Settlement Area

Scale:

0 km 5 10

0 miles 2 4 6

LONG-TERM LAND USE PLAN

SCHEDULE **A**

July 1988